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Material to Congress on the
subject of a comprehensive exhibit
of roads at the... Exposition... Chicago.

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A MEMORIAL TO CONGRESS

ON THE SUBJECT OF A

COMPREHENSIVE EXHIBIT

OF

ROADS, THEIR CONSTRUCTION AND MAINTENANCE,

AT THE

WORLD'S COLUMBIAN EXPOSITION.

1314 - Tech. p. 1802



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ROADS, THEIR CONSTRUCTION AND MAINTENANCE,

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WORLD'S COLUMBIAN EXPOSITION.



The Honorable Allan C. Durborow, Jr.,

Chairman of Committee on the Columbian Exposition.

Sir: I have the honor to most respectfully urge upon your attention the great necessity of there being a comprehensive exhibit of roads, and their construction and maintenance, at the World's Columbian Exposition.

The classification adopted by the Commissioners does not provide for such an exhibit. The act of Congress, approved April 25, 1890, which provides for the celebrating of the four hundredth anniversary of the discovery of America by Christopher Columbus, by holding an international exhibition of arts, industries, manufactures, and the products of the soil, mine, and sea, in the city of Chicago, in the State of Illinois, states that "It is fit and appropriate that the four hundredth anniversary of the discovery of America be commemorated by an exhibition of the resources of the United States of America, their development, and of the progress of civilization in the New World; and that such an exhibit should be of national and international character, so that not only the people of our Union and this continent, but those of all nations as well, can participate, and should, therefore, have the sanction of the Congress of the United States."

This act emphasizes "that it is fit that there should be an exhibit of the progress of civilization in the New World." The provisions of this act will not be fully complied with in letter or in spirit if there be no proper exhibit of the

civilization of this country as illustrated by its roads, their construction, and maintenance.

It is too late in the history of the world's progress to question the value and importance of good roads. They are the distinguishing marks between civilization and barbarism; as a magnificent boulevard, on either side of which are the beautiful Christian homes made attractive by all that wealth, art, and culture can bestow, is the type of one; so amid the lonely solitude and silence of crag and cliff, the trail and cave of the Digger Indian is the type of the other.

Congress is now asked to appropriate the sum of \$5,000,000 for the purposes of the Exposition. It is presumed that this sum is needed for the obligations already incurred, or that will be incurred to carry out the plans of the Commissioners. It is for the interest of the whole country that some modification of the plans be made, so that space may be obtained and sufficient funds furnished to erect a suitable building in which there should be exhibited sections of highways and all the best materials and appliances for making and maintaining good roads.

The national character of the Exposition justly demands national support, but its educational character requires that the great opportunity of teaching twenty million people that which would be of the greatest possible material advantage — the construction of good highways — should not be neglected.

If \$5,000,000 is not sufficient to meet the expenditure of the Commissioners, and also enable them to provide a building and a suitable road exhibit, the amount appropriated should be increased so as to embrace the required amount.

I would respectfully urge that the sum of \$1,000,000

be appropriated for the purpose of erecting a building of the size of that devoted to the Department of Mines and Mining, which covers an area of about five and a half acres, and which is to cost \$265,000. I respectfully suggest that the remainder of this sum be expended in providing for and promoting the exhibit in every way, and in giving publicity to it throughout this country and Europe, so as to attract attention of road engineers and builders of road machinery everywhere. There should be a large amount of literature on the subject of road-making distributed gratuitously to those who may visit the department.

Exhibits of sections of the best road construction throughout the world should be shown; particularly should there be exhibited sections illustrating the best and cheapest methods of constructing the common country roads in the various States. Competent road engineers and geologists should be employed in arranging this exhibit; expert chemists who have made a study of constructing artificial stone and cements should be engaged in the work, the great object in view being the education of the people, how to use to the best advantage under the existing circumstances and environments whatever money may be spent in the construction of good highways. This exhibit will not be for this nation alone, but for all the nations of the earth whose representatives may be gathered together at the World's Fair.

Allow me to call your attention to the following "Open Letter" which explains the present classification of the road exhibits at the Exposition. Let me also most respectfully, urge upon you the consideration of the following letters of representative men throughout the United States. You will see that this great movement for the improvement of roads

by means of a comprehensive exhibit at the Exposition is endorsed by His Excellency, the President of the United States, by the Honorable Secretary of War, the Honorable Postmaster-General, the Honorable Secretary of the Interior, a number of Senators, and members of the House of Representatives, the Legislature of Massachusetts, the governors of many of the States, prominent army officers, presidents of the leading universities and colleges, as well as by many other distinguished persons whose opinions are cited. You will also see how unanimously in favor of the plan are those leaders of thought, — the editors of the newspapers of the country.

In the preparation of this memorial it has been necessary, in order to limit its size, to omit a large number of interesting and important letters and newspaper articles. The memorial shows that all sorts and conditions of men, of every shade of religious and political belief and opinion, are united in a common brotherhood, which has for its object the hastening in of a more glorious day wherein there shall be a higher civilization and a wider Christianity, brought about by good roads extending wherever man has made his home.

The Fifty-Second Congress will soon be a thing of the past; its memory alone will remain; but it will live forever in the minds of men if it inaugurates the great movement for better roads which shall have its beginning in a comprehensive exhibit of road making and maintenance at the World's Columbian Exposition.

Very respectfully,

Your obedient servant,

BOSTON, MASS., July 6, 1892.

ALBERT A. POPE.

An Open Letter to the People of the United States.

THE WORLD'S COLUMBIAN EXPOSITION will be attended by millions of our citizens, and no better opportunity has ever presented itself, or is likely to present itself, during the lifetime of any one now living, to teach the great lesson of the need, the construction, and the maintenance of good roads.

But under the present arrangement and classification of exhibits the opportunity will be wholly lost. Any one interested in the subject and endeavoring to learn what he can as to the best methods and machinery to be used in the building of a highway will probably consult the one hundred and twenty page Catalogue, a "Classification of the WORLD'S COLUMBIAN EXPOSITION: Chicago, U. S. A., 1893: adopted by the World's Columbian Commission," and find classified in

Department A. Agricultural Building.

(Area, with annex, thirteen acres.)

GROUP 14: CLASS 79, "Models of fences, construction of roads; literature and statistics."

GROUP 16: CLASS 84, "Ploughs and rollers." CLASS 88, "Stump extractors." CLASS 89, "Traction engines and apparatus for road making and excavating."

GROUP 19: CLASS 99, "Samples of wood for paving." CLASS 102, "Timber prepared in various ways to resist decay." CLASS 117, "Stump pulling devices."

Department E. Building of Mines and Mining.

(Area five and six-tenths acres.)

GROUP 43: CLASS 293, "Asphaltite and asphaltic compounds."

GROUP 44: CLASS 296, "Building stones, granites for bridges."

GROUP 47: CLASS 311, "Artificial stone mixtures for pavements." CLASS 312, "Asphaltic mastics and mixtures."

GROUP 64: CLASS 392, "Rock breakers."

GROUP 65: "Sizing appliances." CLASS 398, "Sieves." CLASS 399, "Perforated plates."

Department F. Machinery Building.

(Area, with annex, fifteen and eight-tenths acres.)

GROUP 77: CLASS 488, "Street rollers, sweepers, and sprinklers."

Department G. Transportation Building.

(Area, with annex, over fourteen and four-tenths acres.)

GROUP 80: CLASS 499, "Systems of drainage."

GROUP 83: CLASS 509, "Wheelbarrows." CLASS 510, "Carts."
CLASS 511, "Sprinkling carts."

Department L. Manufactures and Liberal Arts Building.

(Area, thirty and a half acres.)

GROUP 147: CLASS 829, "Conduits of water and sewerage. Drains and sewers."

GROUP 152: CLASS 879, "Construction and maintenance of roads, streets, and pavements."

GROUP 152: CLASS 880, "Bridges." CLASS 889, "Working plans for paving and draining."

In other words, he finds that he must visit *five enormous buildings having with their annexes an aggregate area of seventy-nine and three-tenths acres*. Some of these buildings are necessarily located at long distances from the others. These buildings and the pathways between them will be thronged with thousands of persons, and the great difficulty of even finding these several special exhibits is apparent to any one who has ever attended any of the great expositions.

Fully realizing this, I sent the following letter to the Director-General:—

BOSTON, FEBRUARY 15, 1892.

HON. GEORGE R. DAVIS,

Director-General of the World's Columbian Exhibition.

SIR:—

I have the honor to suggest to you that strenuous efforts be made to make a comprehensive exhibit of improved roads and road-making machinery at the Exposition. To carry out this plan some of the roads adjacent to the Exposition grounds should be constructed in accordance with the most approved systems used in Europe and this country. Cross sections of these roads should be shown in some suitable place, together with the best machinery for preparing the material, making, and taking care of roads. Stone crushers, steam rollers, street sweepers, watering carts, etc., should be included in this exhibit.

I would further suggest that "Road Construction and Maintenance" be classified as a Department instead of a "class" of one of the numerous "classes" of Liberal Arts. There should be a building constructed for this Department in which road-making and road machinery could be daily shown by skilled workmen, so as to be an object lesson to every visitor.

To meet the expense of such an exhibit, and to provide the necessary building, and to attend to all the details, so as to bring it to a successful issue, it would be advisable to form an association and invite all persons interested in good roads to join and to send in subscriptions. The railroad companies, agricultural societies, carriage builders, builders of road-making machinery, furnishers of paving materials, owners and lovers of horses, and the public generally would probably be willing to contribute to such a cause.

Personally, I should be very glad to give \$1,000 to such an object, and I think there ought to be no difficulty in raising sufficient funds to erect a building and provide means for so important an enterprise. It would be well to give liberal prizes for the best methods and machines submitted. Such prizes would attract the attention of engineers and mechanics throughout the civilized world.

An exhibition of this kind would benefit this country incalculably, and its effect would last as long as roads are used. It would give a great impetus to the movement now being made to have interstate roads provided and maintained by national legislation.

Looking upon this matter as one of great practical importance, I cannot urge you too strongly to give it the careful consideration that it deserves, and should you give the movement your approval, I will gladly coöperate in carrying it out.

Very respectfully, your obedient servant,

ALBERT A. POPE.

The reply was as follows:—

ALBERT A. POPE, Esq., Boston, Mass.

DEAR SIR:—I am in receipt of your communication of February 15th, with reference to a comprehensive exhibit of improved roads and road-making machinery at the World's Columbian Exposition, and I have referred the same to Dr. S. H. Peabody, Chief of the Department of Liberal Arts, under whose charge exhibits in that class will be placed.

Yours very respectfully,

GEO. R. DAVIS, Director-General.

On March 11th Mr. Peabody sent the following letter:—

ALBERT A. POPE, Esq., Boston, Mass.

DEAR SIR:—Your letter of the 15th February was referred to me by the Director-General, and I have also yours of the 2d, received 7th, inquiring as to my action in the matter.

There can be no doubt that this subject is one of paramount importance to the people of this country. Whether on the gravelly soil of Massachusetts, the clays of New York and Indiana, or the prairies of the Mississippi Valley, our common roads are worse than in any other civilized country. No other material interest in the United States rests under so dense a cloud of ignorance. No improvement would so greatly aid the American farmer as that which would give him as good roads as may be found in the poorest districts, say of Ireland and Italy. I have written so much as evidence that I have some appreciation of the subject.

What can the Exposition do? How? By what department?

In Group 152, Class 879, in the Department of Liberal Arts,—Subject, Civil Engineering,—we find the title, Construction and Maintenance of Roads.

In Group 14, Class 79, Department of Agriculture,—Subject, Farms and farm buildings,—the title Construction of Roads. The first assignment is from the engineering point of view; the second from the farmer's practical position. The latter seems the most appropriate assignment.

What can be done?

Your suggestion that some of the roads adjacent to the Exposition grounds should be examples of the most approved systems of road-construction is easily satisfied. The boulevards and parkways lately constructed have been built upon the best methods, except, perhaps, that

they have not been surfaced with the hardest material. Examples of road-making, the processes of construction actually going on, will not be so easily found, as both hosts and visitors will expect that this preparatory work will have been finished before the Exposition is opened. The attempt to illustrate such work in a large and practical way in the Fair ground will occupy considerable room, which it will be difficult to find. The same statement will apply as to the probable site for a building.

Doubtless the collection would have much value if the implements and machines for road-making were assembled in such a building. They are, however, all provided for in other departments, thus: plows and harrows, Class 74; stump extractors, 88; horse-shovels, graders, ditchers, 89; stone-crushers, 329; steam-rollers, street-sweepers, watering-carts, 488; etc.

I am of the opinion that the extensive material exhibit which you propose is not practicable within the conditions that exist in Jackson Park. When it is made it will be found to be applicable only to costly roads in the vicinity of large cities, or to interstate roads, built at state or national cost. The yet more important lesson, how to build good and cheap country roads in districts where good materials for road metal are entirely wanting, will not have been reached.

Could not a valuable and practical exhibit be made by showing—

1. Statistics of the extent and kind of improved roads made in several European countries; cost of construction and maintenance, with rates of wages, etc.

2. Diagrams and photographs of good and bad roads at home and abroad; and of larger machines used in the work.

3. Sections of good roads; gravel, Telford, macadam; plank; covered with asphalt; paved with wooden blocks, bricks, granite blocks, stone slabs, etc., etc. As the methods of construction are the important lessons, these sections need not be long; they might show the curb, gutter, the rise of the road, and the sequence of strata. All these items could be seen on a form, say 10 feet long and 3 feet wide; the length extending from the outer edge of the gutter, towards the middle of the road, and the width extending along the length of the road.

4. Printed matter illustrative of the art of road-making, for distribution to such as might wish for it.

If an exhibit of such sort could be made, I would try to find a place for it in the Liberal Arts. If that will not answer your purposes, I should have to refer you to the Department of Agriculture. I am quite confident that your proposition to make a separate department, with a house, grounds, and a collection of machinery, will not be entertained for lack of opportunity.

I shall be glad to assist in any scheme that seems to be practicable under the conditions and limitations of the Exposition, and recognize that your offer of pecuniary aid is very generous. I send you in another cover a copy of the General Classification.

Yours very truly,

SELIM H. PEABODY, Chief, Department of Liberal Arts.

The main buildings are to be dedicated Oct. 12, 1892, and the Exposition is to be opened May 1, 1893. In these intervening months there is ample time to erect a suitable building in which can be grouped all the things which would be useful in educating the people how to build good roads. Every state ought to send cross sections of roads, show-

ing the construction best adapted to the particular locality, taking into consideration the most available material of which to build roads. Examples of country road bridges should also be shown.

A comprehensive road exhibit at the Exposition would be the most powerful factor to bring about national and state legislation for the construction and maintenance of good roads.

It now remains largely with the representative men of the country whether or not the matter shall be agitated so as to give the people a clear and full understanding of this most momentous subject. When the importance of it is once realized, I venture to predict that it will become one of the leading issues of the time, far transcending in practical importance the tariff, silver coinage, or Republican or Democratic rule.

Very respectfully,

ALBERT A. POPE.

BOSTON, MASS., April 12, 1892.

**His Excellency, Benjamin Harrison, the
President of the United States.**

“Your letter of April 28th, with the enclosed open letter to the people of the United States upon the subject of roads, has been upon my desk for some time. I appreciate the high importance of the movement which you have inaugurated, and which you are pursuing with such intelligent zeal, for securing better roads. A want of understanding and system has resulted in a nearly useless expenditure of enough labor and money to have furnished the settled portions of our country with good substantial roads.

“As to the best method of making an exhibit of road-making at the Columbian Exposition I, of course, can offer no advice.”

Hon. S. B. Elkins, the Secretary of War.

“I have your letter of the 14th instant with enclosures which I have read with interest, and will bring your suggestions concerning an exhibit of road-making and maintenance, at the Columbian Exposition, to the attention of the President. I think the idea is a good one. I am heartily in favor of it, and will do all I can to assist in the movement.”

Hon. John Wanamaker, the Postmaster-General.

“I have considered the subject of your open letter upon the question of good roads and the importance of bringing together in one exhibit at the Columbian Exposition everything that bears on the subject. The people have been so busy in locating towns, building bridges and railroads, that they have given but little attention to good ‘country roads.’ Whatever can be done to prove the importance of such roads in advancing the values of property, and whatever can be done to teach the people how to build good roads, cannot but be of great service to the country at large.

“Looking at it from a postal standpoint; enlarged free delivery, or anything like universal free delivery, will have to be postponed until there are better facilities of communication through the rural and sparsely settled districts. The experiments that we have made in the smaller towns and villages have proven the practicability of greatly extended free delivery, but without good roads it must necessarily be limited to the small towns.

“I highly approve of your movement and am glad to be on record as urging consideration of your scheme upon all students of political economy.”

Hon. John W. Noble, the Secretary of the Interior.

“Yours of the 14th instant has been received. There is no doubt that the diffusion of the knowledge in regard to the good construction of roads will be of immense benefit to all the people, and your proposed exhibit, I think, should receive careful attention at the hands of the committee having in charge the World’s Columbian Exposition.”

The Honorable Justice D. J. Brewer, Judge of the Supreme Court of the United States.

"Yours of the 16th instant is received : — I have no time for many words. I can only say that I think the matter of good roads is one not merely of the State, but also of national importance ; and that anything that can be done at the World's Columbian Exposition to bring before all the people of the country the necessity thereof and the best means of obtaining them, is worthy of the utmost attention."

Honorable C. N. Felton, Senator from California.

"I am in receipt of your favor of the 30th ult. with enclosure as stated and note attentively its contents. In reply would say, the matter shall have due consideration at my hands."

Honorable O. H. Platt, Senator from Connecticut.

"I have your letter of the 9th ; I think the people of the United States are taking more interest in the improvement of roads than in any other non-political matter. This being so, certainly the managers of the World's Fair should give a separate department for the exhibit of everything connected with the subject."

Honorable Joseph R. Hawley, Senator from Connecticut.

". . . The interest that you among others have been stirring up in regard to the public roads is most beneficial in its tendency. The establishment of solid, permanent road beds in even one fifth of the highways of the country would not only add to the comfort and pleasure of the people, but as a matter of economy would be worth many times its cost in its effects upon the values of country property. . . ."

Honorable Anthony Higgins, Senator from Delaware.

"Yours of April 30th received . . . would be very glad if its (World's Fair) managers could make a comprehensive exhibit of improved roads and road-making machinery in a single building."

Honorable S. M. Cullom, Senator from Illinois.

". . . I appreciate the importance to the people of this country, especially in the States and country in the Mississippi Valley where the soil is rich and deep, of good roads, and shall be glad to see any movement that will result in securing them."

. . . Hope you may be able to secure what you desire in the premises."

Honorable James F. Wilson, Senator from Iowa.

" . . . I will be glad to do what I can to aid in the proposed exhibit of road-making, etc., as I am very much interested in the betterment of the condition of the roads of our country. . . . I will refer your letter to the Chairman of the Committee on the Quadro-Centennial with my endorsement."

Honorable William A. Peffer, Senator from Kansas.

"I have your favor of the 24th ult. and have barely time, in the midst of other pressing duties, to wish you and your coadjutors every possible success in the laudable work which you have undertaken of improving the public roads. I have often thought that the people, speaking of them generally, have never yet understood the value of good roads. They are not only matters of convenience, but they are really matters of great economy in every community.

"The farmer with one team of two horses is able to move on a good road more than he could move with four horses and a wagon of much greater strength on a poor road. This I have tested personally many times. Farmers are constantly in need of the use of highways to transport their property and to move themselves from place to place. The average farmer is five miles distant from the nearest railway station, and his surplus produce must be moved that distance year after year. If he were to compute the saving that he and his neighbors would have by reason of first-class roadways, they would discover that it would amount to more than the expense of putting the roads in good condition and keeping them so.

"Our road system is miserably deficient. We could learn from the Romans and Germans in this respect very much. I am pleased particularly that you propose to present the subject of road-making in some tangible form before the people at the World's Exposition. Nothing, perhaps, would be better suited to call public attention to the importance of the matter than a movement of that kind. There will be a great many visitors from different parts of the country and of the world, who will be able leisurely to study the subject from drawings and practical

suggestions in the way of machinery and in conversations with persons who have given thought to the subject, and in many other ways will be able to gather data to carry home with them to apply in practice. Wishing you abundant success . . . ”

Honorable B. W. Perkins, Senator from Kansas.

“I am in receipt of your recent communications and realize the importance to the people of the country of good roads, and any exhibit that can be made at the World's Columbian Exposition that will arouse public interest, and educate the people as to the propriety of improving roads, and of the economical method of securing the desired improvements, is a worthy undertaking, and I shall be glad, as one, to see the Exposition Managers make a suitable provision for such a display. Nothing is more needed or important in the West.”

Honorable Charles F. Manderson, Senator from Nebraska.

“Your favor of the 30th ult. . . . was received. I think a showing of the character mentioned by you would be of great value to the people of the United States, and I hope those managing the classification may comply with the suggestions made in your circular.”

Honorable H. C. Hansbrough, Senator from North Dakota.

“Your proposition to make a road exhibit at the World's Columbian Exposition is deserving of all encouragement.

“Too little attention is being paid to the common highways of the country. Aside from the benefits that good roads bring to the people in times of peace, I do not know of a great city in this country that is provided with such highways as would admit of the expeditious marching of a great army in times of war. Washington city is a fair example in this regard. The highways leading to this city through Maryland and Virginia are both narrow and crooked. There is not a single public outlet or inlet that can be called a great national highway. The average country road of to-day is a great improvement over that of half a century since. There is much room for still further improvement, and I trust the subject in which you are interested will be fully developed as contemplated in your writings on this subject.”

Honorable Calvin S. Brice, Senator from Ohio.

"I have read with interest the open letter to the public. . . . I fully agree with you that the matter of road improvement is of great importance, and your efforts ought to be seconded by every one who has the material interests of the country at heart.

"I trust that the management of the World's Columbian Exposition will be able to carry out as far as possible your ideas in respect to the road-making exhibit."

Honorable J. N. Dolph, Senator from Oregon.

". . . I think your suggestion as to an exhibit of improved roads and road-making machinery at the World's Exposition is a very good one. I hope it will be acted upon by the authorities. . . .

"I will take your suggestion under consideration and shall be very glad to do all I can to promote the object you have in view."

Honorable Nelson W. Aldrich, Senator from Rhode Island.

"There certainly should be an exhibit of improved road-making machinery and methods at the Columbian Exposition."

Honorable R. F. Pettigrew, Senator from South Dakota.

"I have read your article with regard to roads and road making in connection with the Columbian Exposition, and I think you do not overestimate the importance of the subject."

Honorable James H. Kyle, Senator from South Dakota.

"Yours of the 26th, relating to the proposed exhibit of improved roads, just received. I wish to say that I heartily approve and endorse the undertaking, as the subject of good roads is one about which the American people, though well advanced in civilization, are woefully ignorant.

"In the old Roman days all roads led to Rome, and they were good roads. They built roads for military and commercial purposes, and the wisdom of their enterprise was apparent even in that early day. European nations to-day regard road-making as one of their economic questions, and it does seem that our government, in its honest endeavor to benefit the agricultural classes, should have thought of good roads long ago. We want and must have splendid highways, owned not by corporations but by the people. They will be an economical investment and an untold comfort to the traveller."

Honorable John W. Daniel, Senator from Virginia.

"I thank you for your esteemed favor of recent date on the subject of a comprehensive exhibit of road-making and machinery at the World's Columbian Exposition. I might say with the ancient classic, '*Rem acu tetigisti.*' You have opened a great subject, and one of the few subjects that come home to men's business and bosoms. Without further platitude, let me say to you that I am for anything and everything which will develop the subject and lead to results. You can count me amongst the friends of any proposition which will lead to improvement in road-making. This country could spend no money so economically and enlist no genius so usefully as in making better roads for communication between one neighborhood and another."

Honorable Watson C. Squire, Senator from Washington.

"I have received your favor with circular enclosed. I fully realize the importance of good roads, and am decidedly of the opinion that all road exhibits at the Chicago Exposition should be comprised in one building. I believe a comprehensive exhibit of this kind would be a benefit to the whole country."

Honorable John B. Allen, Senator from Washington.

"I am in receipt of your letter of the 30th ult., with reference to a conspicuous and separate exhibit of improved roads and road-making machinery, at the World's Columbian Exposition. The benefits resulting from a proper exhibit of this kind to our country at large can scarcely be estimated. When the stupendous aggregate of the transportation of our roads is considered, we can realize partially the cost resulting from the defective class of highways found almost everywhere throughout our country. A distinct and practical object lesson should be drawn of the advantages resulting from a proper method of construction and maintenance of such roads to be carried back in practice to every part of our country."

Honorable Francis E. Warren, Senator from Wyoming.

". . . I esteem good roads throughout the country to be as necessary as railroads. In nothing is the United States more behind the times than in its country roads. They should be greatly improved without delay."

“Any action looking to the agitation of this subject with substantial improvement as its object, would receive my hearty endorsement.”

Honorable Joseph Wheeler, Representative from Alabama.

“Your letter . . . is received, and I fully concur with you as to the great importance of improving our public roads. The prosperity of our country depends so largely on the prosperity of our farmers, that everything possible should be done to render life in the rural districts agreeable as well as profitable, and nothing could conduce more to the comfort and happiness of our people than the improvement of the roads. I highly approve of all work in this direction, and trust that your efforts may be crowned with success.”

***Honorable William M. Springer, Representative from Illinois,
by R. W. Springer, Clerk.***

“Yours . . . in regard to making a comprehensive exhibit of improved roads and road-making machinery at the Columbian Exposition, has been received. Mr. Springer desires me to say that the matter shall have due consideration.”

Honorable Abner Taylor, Representative from Illinois.

“I have your favor of the 30th ult., in relation to exhibits of road-making machinery at the World’s Fair. . . . I agree with you fully that there should be a large exhibit for the improvement of roads in this country, as I think it more important than the improvement of our rivers and harbors.”

Honorable Allan C. Durborow, Jr., Representative from Illinois.

“The Columbian Exposition is designed in a very large part to be an educational exhibit of the resources of the world. No better opportunity could arise to show the people the benefits of a good system of public highways and I hope it will be fully utilized.”

Honorable D. H. Patton, Representative from Indiana.

“Yours of the 30th ult. is received, and in reply to your inquiry as to my opinion for the necessity of appropriate arrangements being made by the management of the World’s Columbian

Exposition for a comprehensive display of methods, material, and machinery for making good roads, etc., I would say, there is, in my judgment, nothing that would be productive of more real benefit to the people of the great grain-producing northwest than such a display. It is just now the great problem that they are trying to solve, namely, how to make good roads."

Honorable D. B. Henderson, Representative from Iowa.

"Yours received. There is merit in your suggestion, and I will refer your paper to the proper committee of the House."

Honorable H. W. Rusk, Representative from Maryland.

"I agree with you that there should be a comprehensive exhibit of improved roads and road-making machinery at the World's Columbian Exposition."

Honorable H. C. Lodge, Representative from Massachusetts.

"The entire question of roads and road-making is a most important one, and exhibits relating to that subject ought to be and I hope will be made at the Fair. . . ."

Honorable William Cogswell, Representative from Massachusetts.

"Yours of April 30th and contents just received. I think it very important there should be a comprehensive exhibit of improved roads and road-making machinery at the World's Columbian Exposition, and I will bring it to the attention of the Committee on that subject of which I am a member."

Honorable S. P. Wolverton, Representative from Pennsylvania.

". . . I fully agree with you in the object you are endeavoring to attain, and should be glad to render you any assistance I can to enable you to accomplish what you desire."

James Kerr, Clerk of the House of Representatives.

"I have your circular letter of April 20th, enclosing an open letter to the people of the United States, and note the same.

"The importance of improved roads and improved methods in road-making in this great country of ours, which is developing so rapidly, cannot be over-estimated, and I believe that great good could be accomplished and a more comprehensive idea of improved roads and road-making machinery would be had, if a department was created at the World's Columbian Exposition, which would cover road-making machinery of all kinds, as well

as the different methods of road-making, and exhibits of cross sections of improved roads. Thus the American people and others who will visit the Exposition will have an opportunity to observe and compare the different methods, and the different kinds of roads, that they may be encouraged in the work of building better roads in their immediate localities.

“There is no interest in the United States that has suffered so much as that of the roads. The roads of this country have not kept pace with the other improvements and anything that will encourage and stimulate our people to the necessity of not only to better paving in the large cities, but also more substantial country roads, will contribute more to the earning power of our people than any other branch that will engage the attention of the people who will visit the great Exposition. . . .”

***Major-General Oliver O. Howard, U. S. Army, Headquarters
Department of the East, Governor's Island, New York.***

“It is a new thought to me to have samples of roads and bridges on the spot at the World's Fair. I heartily endorse your efforts to secure abundant illustration, particularly of good country roads, and an exhibit of how to make them. Having the essential machinery for construction and preservation at hand, you will demonstrate the practicability of having good highways throughout the country.

“Perhaps the controllers of our labor unions would permit us to use convict labor in the construction and repair of roads and bridges which would be of such national advantage and not interfere materially with wages in their market values.

“That good roads, in good condition, are always of great value in a military point of view is plain enough; for any section of active operations the prompt transportation of material and the moving of an army would demand it.

“The greatest benefit, however, will be, as it should be, to farmers and gardeners who will everywhere, doubtless, be willing to bear part of the expense,—an expense which is, in fact, like that for a water-way in a dry country, a profitable investment. The saving of time and means in the single item of transportation will be of great moment.

“Our farming interests are always the basis of the public weal. Here the national wealth originates, and as the State owes so much to the farming community, it is simply common sense to furnish to the farmers, as far as is practicable, excellent highways.”

Brigadier-General D. K. Stanley, U. S. Army, Headquarters Department of Texas, San Antonio, Texas.

“Replying to your letter of May 16th, in reference to a comprehensive exhibit of improved roads and road-making machinery at the World’s Columbian Exposition, I wish to say that I consider such an exhibit of vast importance. No such opportunity for educating the people in road-building will ever, in all probability, come again.

“The importance of good roads has been brought to my attention most forcibly on many occasions, when my wagon trains have been forced to move at a snail’s pace over almost impassable roads, and when every hour’s delay might mean untold disaster. The expenditure of animal force on such occasions was fearful.

“In times of peace good roads are no less important; the general condition of country roads is a very good index of the civilization and prosperity of the community. It is not difficult to show by mathematical deduction that money expended in constructing good roads is economy from a financial standpoint, while from a social standpoint the benefits are incalculable.

“We have splendid railroads traversing the whole country in every direction, and we have in most cities very creditable means of rapid transit, but the country roads in most parts of the United States are really deplorable. This condition of affairs is something like putting a boy at work on Latin and Greek before he has mastered the alphabet of his own language.

“I wish you success in your undertaking, and hope that the exhibit of improved roads and road-making machinery will be made a prominent feature.”

Brigadier-General W. Merritt, U. S. Army, Headquarters Department of Dakota, St. Paul, Minn.

“In reply to your letter of May 16, I cheerfully send my unqualified approval of your commendable suggestion in regard

to the exhibition of roads and road-making at the World's Columbian Fair.

"The question of good highways, connecting the different parts of our country, is one of paramount importance, not only to the military, but to the commercial and agricultural elements of our population. The roads will always be necessary and in fact indispensable, from a military point of view, as the rapid movement of armies in the present day is a vital feature of success.

"It may be argued that railroads will supply this need ; this is a mistake. With certain limits of distance the movements of large armies, with artillery, wagon trains, etc., can often be made more rapidly by marching than by rail, and in all cases the roads will be of prime importance.

"From a commercial point of view, there can be no doubt of the advantages of these roads. Millions of dollars are appropriated every year for river and harbor that bring practically no commercial advantage except to the immediate district in which the work is done ; but if this money, or a part of it, were devoted to the construction of suitable highways, the expenditure would appeal to the interest of nearly every class in the country, and bring a splendid return for the outlay.

"I heartily approve your plan for bringing this matter to the attention of the people of this country, and in the interests in the welfare of the latter wish you every success."

Colonel Thomas M. Anderson, Headquarters Fourteenth Infantry, Vancouver Barracks, Washington.

"As a military man I most certainly commend an exhibit of improved roads and road-making methods at the Columbian Exposition. The importance of good roads in campaigning goes simply with the saying. It often makes the difference of success or failure.

"The English army nearly starved in the Crimea because they neglected to make a few miles of good roads for bad weather.

"Napoleon could not have made his concentration at Ulm if he had not had good roads to move over. His failure in his Russian campaign is largely attributable to bad roads.

"Grant could not have made his concentration at Chattanooga, except in the fall when the roads were comparatively sound.

“In my experience as a Post Commander I have known as high as a cent a pound per hundred miles paid on government freight, and higher rates paid for private freight.”

Lieutenant-Colonel Daingerfield Parker, Thirteenth Infantry, Fort Sill, Oklahoma Territory.

“Referring to your favor of the 30th ult., I would say that it gives me great pleasure to add my opinion to that of others as to the great benefit that would accrue to the public from the contemplating and desired comprehensive exhibit of improved roads and road-making machinery at the Columbian Exposition.

“It has long been a matter of surprise to me, as well as doubtless to many others giving the matter any consideration, that the construction and repair of our country roads, and especially those used as public highways, have received so little attention from our legislators and from the public at large.

“The exhibit as proposed would be an object lesson that would prove of incalculable benefit.”

His Excellency, Robert J. Reynolds, Governor of Delaware.

“The subject of good roads is one of vital importance. . . . A volume would be too limited to tell the endless blessings of good country roads and the loss and worryment of bad ones. I will say, however, I regard the public highways of any country as much a part of that country as her laws and her people, and her people may be expected to prosper in proportion as she keeps her roads in perfect order.”

His Excellency, F. P. Fleming, Governor of Florida.

“I am in receipt of your favor of the 22d inst., calling my attention to the endeavor to establish a Road Department at the World’s Columbian Exposition, and requesting that I instruct the Florida Commission to urge the adoption of this plan.

“. . . I will bring the matter to their attention, with my approval.

“I fully concur in the importance and benefits of good roads, and have endeavored to forcibly express myself in reference thereto in the messages which I have sent to the legislatures during my term of office.”

His Excellency, W. J. Northen, Governor of Georgia.

" . . . As the Governor of this State I have made several attempts to interest our people in the improvement of our public highways. I will be glad to consider anything in this line that may come within the scope of my idea of public policy."

His Excellency, Norman B. Willey, Governor of Idaho.

" . . . This subject is one of great importance to all my constituents. However rich and productive our lands may be, without means of communication to market our surplus, the markets of the world are closed against us. I know an isolated body of agricultural land in Idaho easily capable of producing a million bushels of wheat per annum for export, that does not place in the market a single bushel, for the sole reason that it has no road. Our mines languish for want of transportation or from high rates owing to non-completive lines. . . ."

His Excellency, Joseph W. Fifer, Governor of Illinois.

" . . . I am in favor of good roads, and realize that a proper agitation of this subject would result in great good to the people of this country, and I will refer your communication to the Commissioners of the Illinois exhibit for their consideration."

The Private Secretary of His Excellency, Ira J. Chase, Governor of Indiana.

"Your letter of the 22d has been received and referred by Governor Chase to the Indiana World's Fair Commissioners with his approval."

The Private Secretary of His Excellency, Horace Boies, Governor of Iowa.

"Governor Boies is in receipt of your letter in relation to road department at the Columbian Exposition, and has referred the same to the Iowa Commission.

"Governor Boies directs me to acknowledge receipt of your letter, and to say in reply that he certainly trusts that the movement for better roads and their maintenance in good condition is one to which the people of this State will give their cordial endorsement. Good roads in certain seasons of the year would largely add to the resources of this and other States.

"Lack of time caused by the pressure of official duties makes it impossible for the Governor to reply in such manner as the im-

portance of the subject deserves. There is but one opinion in this State on this question and that is in favor of improved roads."

His Excellency, Lyman U. Humphrey, Governor of Kansas.

"I have referred your letter . . . to the Kansas Commission. In transmitting the letters to the Commission, I have endorsed your views as to the maintenance of a department by itself for roads, etc., or for its connection with the Transportation Department.

"Kansas has natural roads of such a character that we do not experience as fully the necessity of legislation for good roads as do the people of the East, where hills and mountains have to be traversed in hauling their grain and productions to market. We have natural roads and road-beds, which make marketing easy for the producer. Of course, we have streams to be bridged, and some declivities, hills, and hollows to be graded, and our roads are capable of improvement, and are being continually improved.

"However, I am earnestly in favor of any plan for the betterment of wagon roads any and everywhere. . . ."

The Private Secretary of His Excellency, Edwin C. Burleigh, Governor of Maine.

"I am directed by Governor Burleigh to acknowledge your letter of May 2d, together with enclosure, touching the importance of an exhibit of road-making machinery at the World's Fair Exposition; . . . Your request has been referred to Gen. Charles P. Mattocks, Executive Commissioner of the World's Fair Managers for the State of Maine."

His Excellency, Frank Brown, Governor of Maryland.

"I am in receipt of yours of March 22, enclosing copy of a communication addressed by yourself to Hon. George R. Davis, Director General World's Columbian Exposition, and suggesting that a 'Road Construction and Maintenance Department' be arranged for at the coming Exposition, and that all improved machinery and appliances for the purposes named should be collected and a proper display made of the same, together with the uses to which they can be applied, etc. I agree with you thoroughly as to the importance of the road question to the people of the country generally, and would take pleasure in co-operating in any way within my power. . . . Wishing you success . . ."

His Excellency, William E. Russell, Governor of Massachusetts.

"In reply to your letter, . . . I will say that I think its suggestion a good one, and have referred the letter to our State Commission with a request that they give it consideration and support if possible."

The Private Secretary of His Excellency, William R. Merriam, Governor of Minnesota.

"By direction of the Governor I have the honor to acknowledge the receipt of your esteemed favor of the 2d inst. . . . Your communication will be given careful consideration."

His Excellency, Edwin B. Winans, Governor of Michigan.

" . . . I am heartily in accord with any movement looking to the improvement of our country's highways, and I am glad to note some interest in so rational a movement to better our surroundings. Good roads would add more to our comfort, convenience, and profit, than any public purpose for which our money is expended and would be of more general benefit also. . . . "

His Excellency, David R. Francis, Governor of Missouri.

"Yours of the 22d inst., together with circular enclosed therein, will be referred to the Missouri World's Fair Commission, and as Missouri is particularly interested in the construction of good roads at this time, I have no doubt your suggestion will receive due consideration. Expect to attend the next meeting of the Commission myself and shall bring this subject to its attention."

His Excellency, Joseph K. Toole, Governor of Montana.

"I am in receipt of your letter in which reference is made to an application made by you to the Director General of the World's Columbian Exposition, and in which you ask my endorsement of the movement now being made to have a road department at the Exposition. I am in full sympathy with the movement, and believe that it would result in great practical benefit to the several States, and sincerely hope you may be able to secure a favorable consideration of your application. I have also called the attention of our local Board to the same, and requested them to promote, as far as possible, the proposition looking to a separate building, or one connected with the transportation department or annexed to the transportation building."

The Private Secretary of His Excellency, Governor Boyd of Nebraska.

"I am directed by Governor Boyd to acknowledge receipt of yours of the 2d inst., relative to a comprehensive exhibit of improved roads and road-making machinery at the World's Columbian Exposition.

"He further directs me to state that he is heartily in sympathy with such a movement and had previously contemplated bringing the subject to the attention of the next legislature in his annual message in January."

The Private Secretary of His Excellency, Ross K. Colcord, Governor of Nevada.

"Yours regards roads and road-making machinery received. The Governor approves of plan and will call attention of legislature to it when it convenes."

His Excellency, Hiram A. Tuttle, Governor of New Hampshire.

"Your letter received and contents noted; in reply will say, 'I agree with you in your idea of arranging a matter of good roads at the Exposition, and will forward the letter expressing my approval to the Commissioners.'

"The movement to secure congressional legislation for the construction and maintenance of better highways for our people, merits and receives my cordial approval. The growing activity of the press in its behalf, the agitation and discussion of it by societies, boards, and institutions are most cheering symptoms betokening success.

"You assert a painful truth when you say, 'Better highways are a necessity for New Hampshire.' I thank you for it, and while I would write more, I recall the pithy old words of the prime mover and active promoter of the great canal system of the Empire State: 'Every judicious improvement in the establishment of roads and bridges increases the value of land, enhances the price of commodities, and augments the public wealth.'

"We rejoice that we have at length arrived at that point of American economy, where we can appropriate this language. Add to it the items of ease, speed, attractiveness, and personal comfort, and we have ample argument for every proper effort to es-

establish the best public roads. Henceforth our motto should be, "Better roads, better business, better times."

"Sincerely trusting that your efforts to improve the ways of the people are soon to be crowned with deserved success."

His Excellency, Leon Abbett, Governor of New Jersey.

"I acknowledge receipt of your letter of May 2, with enclosures, and have referred them to the World's Fair Commissioners of which A. J. Meeker, of Newark, is chairman."

The Private Secretary of His Excellency, Roswell P. Flower, Governor of New York.

"Governor Flower is in receipt of your letter of recent date. The legislature of the State has now adjourned without date. Your communication has been referred to the Board of General Managers of the Exhibit of the State of New York at the World's Columbian Exposition."

His Excellency, Thomas M. Holt, Governor of North Carolina.

"Yours 22d received, and has my careful attention."

"I have referred the copy of your letter to Hon. George R. Davis, Director General of the World's Columbian Exposition, to the North Carolina Commission, with my endorsement."

"I trust they will take immediate steps to carry out the plan suggested by you."

His Excellency, William McKinley, Governor of Ohio.

"I have your favor of March 22, with enclosure, and will call the attention of the Ohio World's Fair Commission to the subject on which you write."

"I deeply sympathize with the movement for better country roads, and took occasion in my message to call attention to the subject, copy of which I beg to hand you. Anything I can do will be cheerfully done in this interest."

The Private Secretary of His Excellency, Robert E. Pattison, Governor of Pennsylvania.

"The Governor directs me to acknowledge the receipt of your letter of the 22d inst., with enclosure, the contents of which were carefully noted, and to state that he has referred the same to the Pennsylvania World's Fair Commissioners for its consideration."

and attention. The subject is of great importance and is worthy of every attention.

"The citizens of Pennsylvania are united in their desire to secure good roads throughout the State, and there is but little diversity of opinion in regard to the manner of their construction."

His Excellency, A. C. Mellette, Governor of South Dakota.

"I have the honor to acknowledge the receipt of your communication. . . . While South Dakota has perhaps the best natural roads of any like area in the world, we recognize at once the importance of the enterprise to which you are devoting your energy. Our Congressional delegation will doubtless co-operate with the friends of this movement.

"Answering your communication relative to an exhibit of improved roads, etc., at the Exposition in Chicago, I desire to give your undertaking my most hearty approval, and hope you may obtain from the government the necessary means to carry out your object. There is nothing of so much value to the agricultural population as good roads, and if this general principle is correct they cannot be made too good, and too much attention cannot be given to their proper construction or permanent maintenance.

"The management of public highways is, and always has been, the most farcical and impractical department in our public affairs as a nation. Wherever in any State the intelligence of any community has risen above the laws and made good roads a prominent feature, there is to be found a prosperous and wealthy agricultural district.

"The construction of a national road through the Ohio Valley was the wisest expenditure of public money ever made by this government, and the advantages it bestowed are clearly marked to this day throughout its entire length. Napoleon showed his wonderful wisdom when he began the work which has given France the best roads in the world, and which now form the basis of the superiority of the French peasants over other European peoples.

"While South Dakota has the best natural roads in the world, which largely accounts for her wonderful prosperity, their im-

provement to perfection would double the net products of the State."

His Excellency, C. S. Page, Governor of Vermont.

"I have yours of the 22d, and shall be pleased to urge upon the members of the Vermont Commission of the adoption of some plan in harmony with that which you suggest in your letter to Hon. George R. Davis. I know of no reason why your ideas are not the best that could be suggested, as you have given the matter so much thought and are such an enthusiast in the improved roads movement. . . . I am in sympathy with your movement and wish something might be done to stimulate our towns to keep their roads in better repair."

Honorable Charles E. Laughton, Lieutenant-Governor of Washington.

"In answer to your favor of the 28th ult., permit me to say that a consideration of the question, as how to provide the best roads, seems to me to be one of the utmost importance to us in the United States, and more particularly to the rapidly increasing population of the new Northwest.

"I am satisfied from my acquaintance with the leading politicians of Washington, that any feasible proposition to demonstrate this question would be met by hearty and intelligent co-operation by the Legislature of our State."

His Excellency, Amos W. Barber, Governor of Wyoming.

"I am in receipt of your letter of the 22d inst., enclosing copy of a communication sent by you to the Director General of the World's Columbian Exposition with reference to an exhibit of roads and road-making machinery at the Exposition, and suggesting that I call the attention of our State Board to the subject.

"I consider your suggestions with reference to this exhibit of much value, and believe that if such an exhibit be made, it will result in securing a much better system of highways than we at present possess.

"I have referred your letter and enclosure to our State Board, suggesting that they give it such attention as its importance demands."

His Excellency, John N. Irwin, Governor of the Territory of Arizona.

"I have the honor to acknowledge the receipt of yours of the

28th ult., enclosing 'An Open Letter' to the people of the United States.

"I am in full sympathy with your views in relation to the subject treated, and I believe that a 'Comprehensive Exhibit of Roads and Road-Making Machinery' at the World's Columbian Exposition would prove exceedingly beneficial in arousing the people of the entire country to a proper appreciation of this important subject. I will submit your letter with favorable comment to the Territorial Board of World's Fair Managers, without delay."

E. Stevens Henry, Treasurer State of Connecticut, Hartford, Conn.

"Certainly it is desirable that a full and it is to be hoped practical and satisfactory exhibit of roads and road-making machinery should be made at the Columbian Exposition; as an object lesson such an exhibit will be invaluable and especially timely, in view of the fact that such general interest has recently been awakened in road improvement. In no State are better roads more needed than in Connecticut, and I believe our people are at last being aroused and that the next few years will witness a general improvement. Committee boards of trade-farmers organizations are calling loudly for better roads; State aid will be asked and undoubtedly obtained; the outlook is certainly very hopeful."

J. R. McDonald, Treasurer State of California, Sacramento, Cal.

". . . It strikes me that your idea of making a comprehensive exhibit of roads and road-making machinery at the Exposition at Chicago next year is worthy of all praise. If roads all over the United States are as poorly constructed as they are on this coast, it is time that new ideas and new methods were adopted to improve them. In our rainy season our roads in many places are so muddy that it is difficult to travel on them and in the dry season the dust is about as bad as the mud. I heartily second your efforts to bring the matter before the public at Chicago."

J. K. Richards, Attorney-General of State of Ohio, Columbus, Ohio.

"In reply to your letter of recent date, I beg to say, that I

heartily agree with you, that there should be a comprehensive exhibit of roads and road-making machinery at the World's Columbian Exposition.

"Governor McKinley gave expression to a sentiment general among the thinking people of this State, when in his recent inaugural address, he said: 'The great need in many sections of Ohio is good country roads. This is a subject of importance not only to agriculturalists, but affects every material interest in the State, and is receiving very general attention throughout other States of the Union. I invite the attention of the legislature to it with the object that some plan may be devised, which with the concurrence of the people, will lead to the improvement of the public highways.'"

Honorable William Waldo Hyde, Mayor of Hartford, Conn.

"Your circular letter of April 28th came duly to hand. On examination and consideration of your plan for presenting to the visitors of the Columbian Exposition a comprehensive exhibit of improved roads and road-making machinery, I desire to express my hearty approval of some such scheme. We have no greater difficulty to face at present than that of providing good roads.

"We have spent much time and money in investigating different kinds of pavements, improved, or so-called improved road machines, of various kinds, and always at a disadvantage by reason of inability to compare the pavement or machine immediately at hand with others which might or might not be superior. To bring these matters into an exhibit where the good and bad points of each would be brought out by comparison, would be a great advantage to our street commissioners, highway committees, city engineers, and all others interested in improving our streets and highways. I hope you will succeed in your object. . . ."

Honorable S. J. Willey, Mayor of Wilmington, Delaware.

"Your circular letter with enclosures is at hand. . . . The fact that our city of 65,000 people are spending a half million dollars on our streets is proof that we are alive to the need of good highways.

“The highways of any community are an index of its civilization. You have my hearty sympathy in your laudable work.”

Honorable Hempstead Washburne, Mayor of Chicago, Ill.

“Your favor of the 28th ult. is received. The subject is one of very great interest in our country at this time. With all our progressive spirit the roads in this country are a great and permanent drawback, commercially and otherwise. It is not an uncommon thing for the farmers in the northwest to be seriously hampered and suffer financial loss by reason of bad and impassable roads at certain seasons of the year.

“Any comprehensive system which can be adopted by which road-making and its benefits can be brought before the people, in order that they may appreciate the advantage to be gained thereby, is a move in the direction of permanent improvement, and would be of great financial benefit to the country at large. . . . I trust you will be able to have such an exhibit under the most favorable circumstances at the World’s Fair as will bring about the results desired.”

Honorable James T. Thomas, Mayor of Covington, Ky.

Resolved, That the Common Council of the City of Covington, Ky., approve of the suggestion contained in a letter from Albert A. Pope, concerning the erection of a separate building for purpose stated in said letter and that a copy thereof be sent to said Pope.

Adopted by Board of Councilmen, May 3, 1892.

Adopted by Board of Aldermen, May 5, 1892.

I certify that this is a true copy.

J. T. VAN HOENE, *City Clerk*.

Approved May 17, 1892.

JAMES T. THOMAS, *Mayor*.

Honorable Thomas E. Burnham, Mayor City of Haverhill, Mass.

“I take great pleasure in forwarding to you, herewith, the unanimous action of our City Council upon the matter of securing a proper exhibit of road-building and all that pertains thereto at the Columbian Exposition, and to it I desire to add my hearty and unqualified approval of this scheme. This matter is one of vital importance to our municipality. . . . I know of no feature

of the great Exposition capable of conferring better results upon the travelling public than that devoted to educating the people in the gospel of good roads.

“Thanking you for your efforts in this matter, and wishing you an abundant success in your future efforts. . . .”

Copy of Action of City Council.

CITY OF HAVERHILL.

IN BOARD OF ALDERMEN, May 5, 1892.

Whereas, a movement is on foot to secure a reclassification of the exhibits at the Columbian Exposition, so as to secure in one building a comprehensive exhibit of road building, material, and machinery, and a more extended representation of the best, cheapest, and most durable methods of road building, with a view to securing the best results for the roads of the future, be it therefore,

Resolved, By the City Council of the City of Haverhill, that this movement meet with our hearty and unqualified approval: and His Honor the Mayor be and hereby is authorized and requested to forward this action to the parties engaged in the movement and to aid in securing such an exhibit and a proper publication of its results.

Attest: DAVID B. TENNEY, *City Clerk*.

In Common Council, May 12, 1892.

Concurred, Attest: JESSE H. HARRIMAN, *Clerk*.

***Stuyvesant Fish, President Illinois Central Railroad Company,
Chicago, Ill.***

“It gives me great pleasure to write you on the subject of good roads, knowing full well their value to all lines of transportation.

“The present condition of business in the West and South is, perhaps, the best illustration we could have of how utterly deficient this country is in usable highways. Notwithstanding the phenomenal crops last season, there is to-day less grain at railway stations than last year, farmers being unable to haul their crops to the railroad, and therefore without funds to make purchases, all of which results in general stagnation and dulness of trade.

"You can rest assured at all times of my hearty co-operation in your efforts to secure the amelioration of the roads in this part of the country."

J. C. Welling, Vice-President Illinois Central Railroad Company, Chicago, Ill.

"Your circular letter of 28th ult. . . . is received. . . . I realize, however, the importance of your suggestion, and should the matter be presented for consideration by the Board, I am sure it would have careful consideration."

M. E. Ingalls, President Cleveland, Cincinnati, Chicago & St. Louis Railway Company, Cincinnati, O.

"I have yours of the 30th ult. I certainly think it will be a valuable addition to the Exposition, your exhibit. We need in this country, more than anything else, good highways, and we seem to know less about them than anything else, and if one of the results of your exhibition will be to aid in getting them, it will be a valuable addition to the wealth of the country."

C. J. Ives, President Burlington, Cedar Rapids & Northern Railway, Cedar Rapids, Ia.

"I have your circular letter, with enclosures, of April 30th, in the interests of good roads, and in reply would say that good roads have been a matter of great interest to me for many years; in fact, so far as the State of Iowa is concerned, in which I have resided for the past forty-five years, the roads are not as good now as they were when I first came to this State, with the exception of bridges and an occasional piece of road which has been somewhat improved, but the wide prairie afforded then a better means for getting around a mudhole than any at present for getting through it, or rather, to do without the mud. There is a wide interest being taken in roads, and it is much agitated in the State in newspapers. . . .

"The matter is one of importance to the whole country as well as to each State, and governmental action, as well as action by State legislatures, is needed, and I hope that the friends of good roads will so agitate the matter and keep it before the public that some of our younger men, if not those as old as myself, may see and reap some benefit from good roads, which we hope to have

in the future. I shall be glad to hear from you at any time, with any suggestions that you may have to make on the subject."

W. C. Van Horne, President Canadian Pacific Railway, Montreal, P. Q.

"I have your letter of the 30th April. Any movement towards the improvement of the public roads on this continent will have my hearty sympathy and such support as I can give it.

"I feel sure that the sum of all the other waste and extravagance in North America does not equal the waste and extravagance of bad roads."

H. L. Joseph, Chief Engineer and Roadmaster, Great Salt Lake & Hot Springs Railway, Salt Lake City, Utah.

" . . . The American people, whether on account of shiftlessness so characteristic of the Yankee bred, or on account of their rapidity of action, have neglected this all-important factor of commerce (good roads). Our country farmers well know how they struggle through wet and miry roads with their burden of grain and other farm produce to the markets, losing lots of valuable time on account of their bad highways.

"If their attention was called to the numerous ways in which their roads could be improved, they would surely come to the rescue, and build and repair their highways in the substantial and scientific way pointed out to them.

"This can be done no better than by having a 'Comprehensive exhibit of improved roads and road-making machinery' at the World's Columbian Exposition.

"By all means put me down for a stanch exponent and supporter of good roads and road-making methods and appliances. . . ."

B. F. Riley, D. D., President Howard College, East Lake, Alabama.

"I regard the neglect of our public roads a serious reflection upon our national advancement and boasted civilization. Our roads are a shame to our great country. You will prove a benefactor if you can set in motion any means for improving the prevailing road system in the United States. I most cordially commend your efforts in that direction."

Rev. J. E. Rankin, D. D., LL. D., Howard University, Washington, D. C.

"Good roads are one of the pleasant memories of the English Lake regions of Switzerland, and many other European countries. They add to the attraction of country home life; they facilitate traffic; they make it easier to get to market, to church, to school, and to the polls. Tourists are attracted by them. There is neither wisdom, patriotism, nor economy in trying to get along without them. . . ."

A. E. Turner, A. M., President Lincoln University, Lincoln, Ill.

"I am greatly in favor of a 'comprehensive exhibit of improved roads and road-making machinery at the Exposition.'

"No subject could be of greater practical importance, and I shall be pleased to use any influence I may possess in favor of such an exhibit."

D. W. Fisher, D. D., LL. D., President Hanover College, Hanover, Indiana.

"I do not know anything that would be more useful to the people of the country at large than an exhibit at the Columbian Exposition of improved roads and road-making machinery. The United States has much to learn as to this feature of advanced civilization, and the whole country will be benefited if the matter can be brought before them in this way."

John M. Coulter, President University of Indiana, Bloomington, Indiana.

"I am always glad to do whatever I can towards cultivating a strong sentiment in favor of good roads. I believe that this is one of the most important economic questions before us to-day; and that it would indicate blindness to the 'signs of the times' if it should not be prominently and comprehensively exhibited at the Columbian Exposition. The Exposition might thus be largely instrumental in working a revolution in roads; a result that needs no argument in its favor."

G. T. Carpenter, President Drake University, Des Moines, Iowa.

"Replying to your favor of the 30th ult., I would say that in my opinion the subject of country roads is of such great importance as to fully justify the demand for a separate building in the Columbian Exposition. . . . The suggestions made by Mr. Peabody

in his letter of the 11th of March are valuable as indicating the nature of the exhibit that ought to be made."

T. J. Kennedy, President Amity College, College Springs, Iowa.

"It is most devoutly to be wished that you may succeed in exhibiting some feasible plan for bettering the condition of our country roads in general.

"The improvement proposed is a daily and urgent necessity, and besides the convenience, beauty, and comfort of good roads, nothing I can think of would add so much to the value per acre of our farming lands, and to the general wealth of the country at large. Thus the enormous expense to which some might object would soon be cancelled by the greatly increased value of real estate outside of our cities and towns."

W. A. Quayle, President Baker University, Baldwin, Kansas.

"Referring to the subject of your communication, I may say that I think it a matter of most common observation that the state of the roads throughout the country generally is deplorable; and I know no single regard in which our civilization seems to be so completely lacking as this. It were fortunate, in my opinion, if we could induce a little of the old Roman spirit into our road-making.

"I am clearly of the opinion that an exhibit at the World's Fair of the possibilities of road-making in this country would prove of as much value as any single exhibit in the entire Exposition. I certainly most earnestly desire that some change in the present system could be made, so as to bring about the beneficent results we so much stand in need of."

William Preston Johnston, President Tulane University of Louisiana, New Orleans, La.

"Your circular letter has been received. I think you deserve the gratitude of the public for your intelligent advocacy of the important subject — good roads. They are an indisputable factor in the distribution of the products of industry, counting far more than their apparent value; indeed they are fairly ranked among the tests and conditions of a high and advancing civilization. I count progress in road-making among the most important subjects that engage the attention of the political and social economists.

“I am not sufficiently advised as to the details of the management and development of the Chicago Exposition to offer advice as to how to accomplish your purposes, but I wish you success in your patriotic efforts.”

M. C. Fernald, President Maine State College of Agriculture and Mechanic Arts.

“Your plan of a comprehensive exhibit of improved roads and road-making machinery at the Chicago Exposition impresses me as important, and if it can be adopted without greatly disturbing other matured plans for the Exposition, worthy to be carried out.

“In your efforts in behalf of road improvement, I am confident you will have the support of all who have given the subject consideration. . . .”

D. C. Gilman, President Johns Hopkins University, Baltimore, Md.

“I sincerely hope that in the Columbian Exposition the subject of good roads, in the cities and in the country, may receive ample consideration. This land is sadly deficient in good highways.

“To secure the desired improvements, the public should be enlightened as to what ways be found in other civilized lands, what is possible and desirable here and what amount of expense must be incurred.”

Charles W. Eliot, President Harvard University, Cambridge, Mass.

“I heartily wish you success in your effort to procure an instructive exposition on the subject of country road building at the Chicago Fair. I say country road building because that subject seems to me to be distinct from that of paving, and to have a much greater importance in our country. Well-paved streets are now to be found in many American cities; but good country roads are rare indeed even in the oldest States. There is no more urgent need in the United States than that of smooth, durable roads which resist both rain and frost, and are passable with heavy wagons at all seasons of the year. I agree with you that there ought to be a first-rate object lesson on this subject at Chicago.”

N. S. Shaler, Dean Lawrence Scientific School, Harvard University.

"I have your circular letter of April 12th concerning the exhibits of the World's Columbian Exposition, which relate to road construction. . . . I shall be very glad to coöperate with you in your good work of arousing the attention of our people to the need of better roads in any way within my power. . . ."

General Francis S. Walker, President Massachusetts Institute of Technology, Boston.

"I heartily concur in the suggestions that the Chicago Exposition affords an admirable opportunity for making an effective appeal to the American people for the improvement of our common roads. The great purpose of the Fair is education, and there is no department of life in which education is more needed than this. A building whose walls should be hung with maps, charts, diagrams, and photographs relating to roads, and whose floor space should contain exhibits of road material and road-making apparatus, could not fail to command attention very widely and do real 'missionary work.'"

Professor C. Frank Allen, Massachusetts Institute of Technology.

". . . I certainly know of nothing that would add to the prosperity of the people of this country more than a systematic improvement of the roads. The only way to secure any material improvement seems to me to be through educational influences, and by this I mean that the people must be given an opportunity to see and learn what a good road is and what value should be attached to it. It seems to me that the importance of such an exhibit as Colonel Pope proposes cannot easily be over-estimated."

Professor George T. Swain, Massachusetts Institute of Technology.

". . . I fully agree with Colonel Pope in his view of this matter. The trouble in this country, in the matter of roads, is not that our engineers do not understand the art of road-building, but that the people at large do not realize that our roads are execrable, and worse than those of any other equally civilized country, and that the public is not ready to pay for good roads, not appreciating the money value of good roads to a community."

“On account of this condition of things, our engineers have not had as much experience in the construction and maintenance of roads as the engineers of France and other European countries have had, and there has not grown up here a trained corps of road employees, such as exist in France; but in scientific knowledge of the principles of road-making our engineers need take no second place, and with opportunity for the exercise of such knowledge they would soon bring our roads into proper condition.

“I think that the educational influence of a distinct exhibit relating to road-making, such as Colonel Pope proposes, would be very great, and that such an exhibit would lose very greatly in effectiveness if scattered about in various buildings and under various departments. The interest in good roads is growing, and it has been increased by the recent action of the government in procuring and publishing a set of consular reports relating to road construction and maintenance in foreign countries. It seems to me that it would be very fitting for the government to continue the good work by arranging for such an exhibit at Chicago as Colonel Pope has suggested.”

E. H. Capen, President of Tufts College, Medford, Mass.

“I believe that the economical value of good roads throughout the country, and especially in agricultural districts of the West, is beyond computation. Saying, therefore, nothing of the health, comfort, and pleasure to be derived from them, there is the strongest inducement for creating, if possible, the irresistible public sentiment in their behalf. It seems to me that a comprehensive exhibit of improved roads and road-making machinery at the Columbian Exposition may lead towards this result. An earnest effort should be made to secure such an exhibit.”

Merrill E. Gates, President of Amherst College, Amherst, Mass.

“I am glad to know that you are planning a comprehensive road exhibit at the Chicago Exposition. Few subjects which will be brought forward there are of more immediate and practical importance. Not simply comfort and convenience in the daily intercourse of social life, but economic considerations of vast importance are involved in the question of improved roads throughout our country. The most cursory study of statistics

showing the distance over the average wagon roads of our country through which a load of wheat will pay its own transportation, is a convincing object lesson to any man concerning the wealth-producing, labor-saving, food-cheapening effect of good roads. A farm twelve miles from a railroad station in a district with good roads is worth more than one equally good, three miles removed from the railroad, where the roads are as bad as they are in many farming districts where the land is rich.

"Civilization has been well defined as the 'aggregate manifestation of the mastery which mind has attained over matter among a given people at a given time.' This definition will bear careful thought; and few physical tests more immediately indicate the degree of civilization which a community has reached than does the condition of its streets and roads.

"Let me express the warm hope that the proposed exhibit may take place, and may prove a strong incentive in awakening a general and an effective interest in the improvement of roads throughout our land."

G. Stanley Hale, President of Clark University, Worcester, Mass.

"I know too little about roads to express an opinion on the subject of your open letter. It strikes me favorably."

James B. Angell, President University of Michigan, Ann Arbor, Mich.

"I certainly agree with you in the opinion that it is most desirable that there should be an exhibit of improved roads and road-making machinery at the Exposition. Perhaps there is nothing in which we are so far behind European nations as in the construction of our roads. The economic importance of improving them can hardly be exaggerated."

Honorable George F. Mosher, LL. D., President Hillsdale College, Hillsdale, Mich.

"I heartily wish success to your movement for an improved road exhibit at the World's Fair. Good roads are clearly a part of the environment that determines character and whatever else environment affects. A person may even arrive at church in a more pious frame of mind, if he has come over a good, hard, smooth road, than he would if he had come spattered with mud,

or all shaken up by ruts and cobble stones. We are our brother's keeper in public relations as well as in private."

W. S. Chaplain, Chancellor Washington University, St. Louis, Mo.

"In answer to your circular letter April 30th, I will say that I think such an exhibit of improved roads and road-making machinery as you propose would be of great value. Few of the exhibits in the whole Exposition will have as direct a purpose as this one will have. The people are not yet educated up to the possibilities in road-making. In no part of our country are the roads what they ought to be. This exhibit would be of general interest, and it seems to me that the classification in the Exposition ought to yield to such an imperative necessity as this is."

Andrew D. White, President Cornell University, Ithaca, N. Y.

"Referring to your letter just received, there is hardly any subject of public concern in which I take so deep an interest as the matter of improving our roads. Their condition is a disgrace to our country, and not only a disgrace, but an injury which has attained to the proportions of a calamity.

"The present condition of our roads undoubtedly costs the country and the farmers of it especially every year vastly more than the interest on the largest sum necessary to put them in perfect order. It seems strange that this country, so far in advance of others in most things, should, as a simple matter of fact, be behind the whole civilized world in this sort of internal communications. There is no doubt in my mind that the value of agricultural property, throughout the State of New York especially, would be vastly increased but for this condition of the roads which really makes life a burden to those attempting to reside upon our farms. This is one cause why so many energetic farmers and their families get out of the farming districts and into the villages and cities. When one sees what our sister republics of France and Switzerland are doing in regard to roads, the condition of our own republic in this respect is all the more amazing. I am glad to know that you are pushing the matter at the Columbian Exposition, and although I am greatly occupied at present with a mass of deferred work, I will endeavor to write something on the subject for our local papers.

" . . . I am glad to say that in the city of Ithaca itself there is a strong movement for better roads and streets, and already improvements have been made and others are provided for. I think the main difficulty comes from the blind prejudice and conservatism of people who never really saw a good road and have no conception of what it is. They think that the mass of mud through which they plod in autumn, winter, and spring, and the masses of dust which blow over everything in summer are in the necessary and natural order of things.

" Our local paper here, the *Ithaca Journal*, has taken an excellent stand in regard to this matter, and I hope that your efforts will result in the same course by other journals throughout the country."

J. W. Taylor, President of Vassar College, Poughkeepsie, New York.

" In reply to your letter, let me say that it does not seem to me necessary that one should have studied the history of civilization to appreciate the absolute need to its progress of good roads. But what one sees, so emphatically, in the old Roman civilization, and in the countries of Europe to-day, one can learn by the law of opposites in most of the sections of our own land.

" If one visits the counties of Northern New Jersey, which have recently united and agreed to spend a certain sum annually in improvement of their country roads, he will be told of the very marked increase of travel which pours into every centre of that farming region since the improvements have begun. And one does not need to reflect much to think of the great saving to vehicles and animals, in addition to the larger intercourse and commercial advantage.

" It seems to me that anything which can be done in this direction in our own country will merit the most grateful appreciation of all citizens."

Charles Van Norden, President of Elmira College, Elmira, New York.

" I beg to express my hearty commendation of your attempts to secure a comprehensive exhibit of improved roads and road-making machinery at the Exposition.

In my judgment the only supremely important political ques-

tion before the country is the lack and need of roads. The troughs of sand and clay we call our highways are a satire on our boasted ingenuity and business capacity. Their utter unprofitableness fully equals the personal discomfort of their use.

"The time and money of their annual repairing is largely wasted. If towns would build but one mile a year of thoroughly good road, the cost would not be greater and the ultimate gain in cheapness of transportation and permanency, to say nothing of personal ease, would be incalculable. The time is come when we should build for the future, and rival the Old World in broad, smooth, permanent highways."

John Franklin Crowell, President Trinity College, Durham, N. C.

"The circular relative to the 'road exhibit' at the Columbian Exposition was recently referred to a special committee of our Engineering Faculty. . . . Wishing you success. . . ."

Charles F. Hewing, President Adelbert College, Cleveland, Ohio.

"The time has now come to take up the question of the improvement of roads in the United States. We have taken up the question of swift transportation between remote points of our country to the railroads, and that question is well solved.

"It would add to the happiness of our entire people, and would vastly enhance the wealth of all agricultural products and properties if the common country roads could be transformed from being beds of muck for three months of the year to being solid avenues for twelve months."

J. W. Bashford, President Ohio Wesleyan University, Delaware, Ohio.

"I am surprised and greatly gratified at the comprehensive exhibit of improved roads and road-making machinery. . . . The man who secures good country roads for the people of the United States, in the twentieth century, will deserve a name with Stephenson and Fulton as one of the benefactors of the race."

J. E. Rhoads, President of Bryn Mawr College, Bryn Mawr, Pa.

"The subject of good roads is one of national import, the condition of the highways of a country being one indication of its rank among civilized nations. As a rule our people are grievously ignorant of what good roads are and of their economic value.

"No one can visit Europe without being struck with mingled shame and surprise to note the extraordinary superiority of European highways over our own. This applies to city streets and to country roads. It is safe to say that almost every five miles of main public road in Great Britain or Switzerland is better than almost any five miles of public road in our country. The streets of even small towns in England are well rounded on the surface, hard, smooth, clean, with no pieces of paper or other unsightly objects to be allowed upon them. These streets run into country roads almost or quite as perfect. Going out of the town or coming in from the country no disagreeable fences or buildings offend the eye, but all is neat, clean, and well ordered.

"Among the wilder parts of the hills of the Lake District of England, there are a few places where the roads are not firmly built of broken stones, but even here the roads were found to be better than almost all our roads.

"In Switzerland grades and lines of the roads are laid by engineers with quite as much care and skill as are those of our railroads. In a region subject to great and sudden rainfalls, with steep declivities to give the water great power of erosion, the road-beds are seldom or never found to be washed, and no tolls are demanded.

"If the World's Fair can by an exhibit, or in any effectual way, arouse our people to learn what good, well-made roads really are, and to desire not to be behind all the civilized nations of Christendom in this matter, by all means let there be such an exhibit."

James MacAlister, President Drexel Institute of Art Science and Industries, Philadelphia, Pa.

"I have your circular relating to an exhibit of road-making at the World's Columbian Exposition, and shall be most happy to coöperate with you in any way within my power in carrying out your scheme. It seems to me one of the most important exhibits that can be made at the Exposition."

Rev. T. L. Seip, D. D., President Muhlenburg College, Allantown, Pa.

"I deem it of the utmost importance that a comprehensive exhibit of improved roads and road-making machinery should be

made at the World's Columbian Exposition. If our civilization were judged by our roads, visitors from abroad would regard us as low down in the scale. It is high time that our people should have their attention directed to this matter, and I know of no better way than by such an exhibit as that referred to above."

George Edward Reed, President Dickinson College, Carlisle, Pa.

"Your letter of April 12th . . . duly at hand. In reply permit me to say that I quite agree with you in your estimate of the relative value of such an exhibit as you propose. The project is feasible and should receive the hearty approval and support of our representatives at Washington.

"Our roads, whether in city or in country, are, generally speaking, among the worst of civilized countries, while the apathy concerning the matter is simply appalling. Enough money is wasted every year on these roads to make them, within a few years, if sufficiently applied, among the best in the world. They are our nation's disgrace.

"A comprehensive exhibit of the systems of road-making prevailing in various countries and states, with opportunities of comparison and study, could not fail to stand as among the most interesting and profitable of the features of the great Exposition."

George W. Atherton, President of Pennsylvania State College, State College, Pa.

"I have read with care the correspondence between yourself and the authorities of the Chicago Exposition, with reference to an exhibit of improved roads and road-making machinery at the Exposition. I am not in a position to judge of the feasibility of such an exhibit, under the conditions controlling the management of the Fair; but I thoroughly believe that such an exhibit, judiciously made, would be worth more to the people of this country than the entire cost of the Exposition. I most earnestly wish you success in your efforts to impress the importance of this subject upon the attention not only of the authorities charged with the management of the Exposition, but upon that of the people of the entire country."

Rev. E. M. Cravath, D. D., President Fisk University, Nashville, Tennessee.

"I most heartily approve of your plan for making a compre-

hensive exhibit of improved roads and road-making machinery at the World's Columbian Exposition. The question of road-building in the United States is a live one and ought to command universal attention. The amount of time and money that are virtually wasted annually through the lack of a scientific and practical system of road-building is immense. The educational influence of the exhibit you propose will be very great."

Thomas F. Gailor, Vice-Chancellor, University of the South, Sewanee, Tennessee.

"Replying to your letter of April 30th, I beg to say that I am heartily in sympathy with you in your effort to secure a full and comprehensive exhibit of approved roads and road-making machinery at the World's Columbian Exposition. There is no matter which is to the mass of our people of more real and abiding interest, or which better deserves attention at the World's Fair."

J. H. Brunner, A. M., D. D., President Hiwassee College, Hiwassee College, Tennessee.

"Thanks for your favor concerning public roads. We are trying to cultivate popular sentiment so as to secure better highways in our section. Recently, I published a letter advocating the abolition of our iniquitous convict lease system and favoring the employment of our State prisoners upon the public roads. This would accomplish much. But this would not accomplish all that is needed. The people must be aroused, to make our highways what they should be."

General S. C. Armstrong, Principal of Hampton Normal and Agricultural Institute, Hampton, Virginia.

"I send you with this the May number of our *Southern Workman and Hampton School Record*, containing a few words, a crowded number, mostly in print, when your letter was received, gave room for to commend to our readers your excellent project for arousing interest in the improvement of our public highways, by an exhibit of the best road-building methods and machinery in the approaching Columbian Exposition. I shall be glad in future editorials and any other practicable way to further your purpose, regarding the subject as of vital practical importance.

"As the first Pacific railroad saved California to the Union, so

will good roads bind all districts and counties, States and sections together. They are a test of civilization and lead to prosperity as straight as all roads once led to Rome."

W. M. Thornton, President University of Virginia, Charlottesville.

"In response to your circular letter . . . I beg to express my hearty approbation of the plan therein proposed.

"Good highways are vital in our future industrial development. Engineers know how to locate and construct them. The people know that they need them. The fiscal difficulties of the problem appear to me so great that they are invincible except by State or Federal action. We must educate the public mind until it fully appreciates what a road should be, how it should be made and how much it is to cost. When this is done we shall be in sight of success."

The Private Secretary of General G. W. C. Lee, President Washington and Lee University, Lexington, Virginia.

"The President of this Institution . . . desires me to acknowledge the receipt of your letter of the 30th ult. . . .

"General Lee desires me to add that he will do what he can towards carrying out your wishes, and if he cannot write an article himself on roads, will try to get some one else to do so."

C. W. Gallagher, President Lawrence University, Appleton, Wisconsin.

"I could hardly do otherwise than commend any effort to improve the system of roads in the country district especially. While so much money is expended on railroads, it would seem as though something ought to be done in the interest of better road-beds for carriages and teams. It would certainly be a good investment for all who are accustomed to use the roads."

Edward D. Eaton, President Beloit College, Beloit, Wisconsin.

"I am glad to express my hearty interest in the suggestion that there should be at the Chicago Exposition an extensive exhibit of improved roads and road-making machinery.

"Civilization is so much a matter of roads, and we are so much behind the other civilized nations in this particular, that hardly any external interest is of more pressing importance than that our

people should be thoroughly educated upon this matter, both as to theory and practice. The Exposition furnishes an opportunity which should by all means be fully improved to accomplish this."

W. S. Hart, Secretary Florida Horticultural Society, Hawks Park.

"It is with sincere pleasure that I note your active interest in the improvement of the public roads of this country, and I will gladly bring the matter before the State Horticultural Society, which holds its annual meeting May 3, 4, and 5. . . . I am satisfied that your plan, as outlined in your letter, will receive hearty support from Florida."

John R. Shaffer, Secretary Iowa State Agricultural Society, Des Moines.

"Am in receipt of your favor of April 12th, and copy of an open letter to the people of the United States, relative to roads, a subject that is attracting widespread attention, and well it may, for if there is anything needed in this country at the present time, it is good roads. It would bring a prosperity and happiness to our people that they little dreamed of. It would enhance our moral civilization a thousand per cent., and make us a better people. But to the point, I am heartily in favor of bringing out a grand exhibition of sample roads and the appliances for making the same at the World's Fair.

"Am heartily in favor, too, of no division of exhibit; it should be concentrated where all could see and learn. To divide the exhibit would be detrimental to the object.

"Command when I can serve you."

O. T. Denison, President Iowa State Dairy Association, Mason City.

"Your circular letter of 12th inst. received: I know of nothing which will add so much to the general prosperity of the agricultural and the business people of the Mississippi Valley as the practical solution of the problem: 'How to build and maintain good country roads.' A practical demonstration is what is needed. An object lesson in road building will do more good than a thousand essays, speeches, or newspaper articles. . . .

"I hope you will succeed in getting a separate and comprehensive exhibit in road construction at the Columbian Exposition and shall be glad to assist the work in any way."

John Chamberlain, Secretary of Farmers' Club, Oskaloosa, Iowa.

"Your idea in regard to exhibiting under one roof at the World's Columbian Exposition the latest devices pertaining to improvements of public highways is a good one, and would be more likely to accomplish what should be the object of the Exposition than to have them classed in different departments."

A. R. Smiley, Secretary Somerset Central Agricultural Society, Skowhegan, Maine.

"I am in receipt of your communication of the 12th inst., and I most cheerfully comply with your request. I fully concur in the importance of the subject and the great need of better roads.

"Your idea that all machinery pertaining to roads and road-building and everything appertaining thereto, should be in one class and exhibited under one roof, is undoubtedly and unqualifiedly correct.

"It would be just as sensible in exhibiting Dairy Products to place the butter in one class in a building, and the cheese in another class in another building forty rods away, as to exhibit these several methods of road-building as you have indicated.

"Your efforts to have that matter properly adjusted are commendable, and I will aid you as best I can.

"The trustees of our society fully concur with me, but as yet have taken no official vote about the matter. We wish you well and hope you may succeed."

Philip D. Laird, Land Office of Maryland, Annapolis.

"I have received your letter of the 12th inst., and accompanying circular, . . . and have read them with great interest.

"The subject is not one with which this office deals officially, the roads in Maryland being exclusively under county jurisdiction. Personally, however, I have studied the question to some extent, and entirely agree with you that from every point of view the subject of good roads is one of paramount importance. What is needed is education and agitation, and I have no hesitation in commending your plan of an exhibit at Chicago as practical and desirable in every way."

William R. Sessions, Secretary Massachusetts State Board of Agriculture.

"Your circular letter of the 12th inst. received : I quite agree with you that the matter of good roads is of supreme importance to all farmers, and also to all people who dwell outside of the paved streets of cities and large towns. . . ."

C. V. Corey, Secretary and Treasurer of Worcester County Agricultural Society, Worcester, Mass.

"I most heartily agree with you that something should be done to improve our roads. . . . Anything which will call public attention to the subject, with experiments and tools to do with, must have a beneficial result, and will, no doubt, hasten the bringing about of National and State legislation for the benefit of our roads."

Rollin H. Cooke, Secretary Berkshire Agricultural Society, Pittsfield, Mass.

"Of course you have the good wishes of all in your plan of making a comprehensive exhibit of road-making machinery, or any exhibit that will bring the minds of the men in authority into a condition that will compel them to improve highways. . . . I am sure I wish you success."

Charles V. De Land, Secretary Jackson County Agricultural Society, Jackson, Michigan.

"Your letter of April 12th, with enclosures received. While I am not able to give you any official action of our association, I will say that the question of how to improve our roadways has been frequently discussed as of vital importance to the farmer, but never solved.

"My own opinion is that the grouping of road machinery with a few samples and proper explanatory matter would be a great feature at the Columbian Exposition, and should be accepted and adopted by the managers as a valuable educator upon this very important subject, and to that end can pledge the coöperation of our society."

Arthur P. Loomis, Secretary Ionia District Fair Association, Ionia, Michigan.

"Some time ago I received a letter from you regarding our

highways and stating that efforts were being made to have a department at the World's Fair, showing better methods of road-making, etc.; I certainly hope your efforts will be crowned with success."

Levi Chubbuck, Secretary Missouri State Board of Agriculture, Columbia.

"Your communication of the 12th inst., together with copy of an open letter relative to a comprehensive exhibit of means and methods of road construction at the World's Fair, is before me.

"Allow me to say that I most heartily endorse your suggestion as one which, if carried out, will be one of the most valuable features of the Exposition, if this is to be for the purpose of instructing our people in what our nation is lacking as well as to tell those of other lands wherein we excel.

"The people of the United States are awakening to a sense of our need of good roads, and it seems to me that the great World's Fair could be made a means of concentrating and crystalizing the awakened interest. No subject is attracting more attention at this time in Missouri than the one of road improvement, and our people would regard with much favor an exhibit such as you propose. The Missouri State Board of Agriculture is alive to the importance of the question, and will do all in its power to advance the cause of good roads."

John B. Day, Secretary Bedford Farmers' Club, Bedford, New York.

"I am in receipt of your communication of the 12th. . . .

It will be four weeks before the club has another meeting, and I would prefer sending reply from them as a body, to an individual one from myself. I feel sure it would be one of encouragement to you and a wish for your success."

S. R. Ross, Secretary Ohio Valley Agricultural Society, Portsmouth, Ohio.

"This society is a unit in saying that no exhibit at the World's Fair will attract a larger notice than the department showing good and bad road-making, and we commend most heartily your efforts to achieve the same. The Executive Commissioner for Ohio is a resident of Portsmouth, and we shall ask him to aid in forming public opinion towards the result you contemplate."

J. E. Willard, Secretary Lorain County Agricultural Society, Elyria, Ohio.

" . . . I should say that an exhibit of improved roads and road-making machinery at the World's Fair would be a valuable addition to the Exposition, and would be a potent factor in calling the attention of the law-making power in the several States to the necessity of legislating for the improvements of the public highways."

N. Morse, Secretary-Treasurer International Machinists' Union of America.

"Replying to your favor of recent date in which you ask me as a representative of the International Machinists' Union of America to interest myself in the matter of the proposed comprehensive exhibit of improved roads and road-making machinery at the Columbian Exposition, it gives me great pleasure to comply with your request and assist you in any way possible to bring about this important as well as instructive acquisition to the Exposition ; as you say, no class should be more deeply interested in the matter of good roads and the maintenance of such than the workingmen, they derive as much benefit from them as any class. I will be pleased to give this matter mention in our contemplated journal, which I hope will soon be ready for publication, and will send you a copy as desired. Your letter was read in our executive council and the matter was referred to me with instructions."

John P. Staud, Secretary-Treasurer Carriage and Wagon Workers' International Union of North America.

"Your kind favor of the 9th inst. at hand and in reply wish to say that I am pleased to learn you are trying to bring about a national legislation for the purpose of having a building erected for instructing how to make a good road.

"Let me assure you, our craftsmen as well as the manufacturers of carriages and wagons would be greatly benefited by having good country roads. I will bring this matter before our various locals, also try to have the Executive Board take some action."

A. E. Chenoweth, Secretary Glass Employees' Association of America.

"In answer to your request I will say that I am heartily in

favor of having a special building at the World's Fair, where road-making machinery and the advantage of good roads can be shown to the best advantage. The present average country roads of the United States are a disgrace to the country and any improvements which will tend to make them passable all the year will be of incalculable benefit not only to the farmers but to all classes of tradesmen and mechanics."

W. I. Buchanan, Chief Department of Agriculture, World's Columbian Commission, Chicago, Illinois.

"I am in receipt of your enclosures under date of April 28th, and note what you say therein. I have also had several letters from parties interested in the same subject, and have had a conference with Dr. Peabody of the Liberal Arts Department and with Mr. Smith of the Transportation Department, in relation to this subject.

"I cannot at this time, see my way clear to make any very satisfactory suggestions to you, but have to advise you that the subject is one in which I am very much interested, and that I will take pleasure in doing what I can to work out some scheme that will be satisfactory, at least in a measure, and will cover the case as fully as possible."

Willard A. Smith, Chief Department Transportation Exhibits, World's Columbian Commission.

"Your circular letter of April 28th, and printed circular accompanying the same, was duly received. I take personal interest in the proposed movement towards securing better roads. . . . I will discuss the subject as opportunity may offer with the Construction Department and the Director-General."

V. D. Groner, Chairman Committee on Tariffs and Transportation, World's Columbian Commission, Norfolk, Virginia.

"I think your ideas exceedingly good, and if they can be crystallized and brought before the local board and they adopt them, I am sure the Commission would be very glad to endorse their action."

O. C. French, Secretary World's Fair Commission, State of Colorado.

"Your favors of recent date, directed to Governor John L.

Routt, and referring to a separate department at the Columbian Exposition in the interests of improved roads and highways, has been referred to this office for reply. This Board concurs entirely in what you say regarding the necessity of an improved system in this line, and would be glad to see an advanced step taken in this direction by the authorities at Chicago. . . .”

John P. Reynolds, Director-in-Chief, Board of World's Fair Commissioners, State of Illinois.

“Your letter of the 22d inst., to His Excellency, Governor Joseph W. Fifer, . . . has been referred to me for reply.

“Few subjects are of greater importance to the majority of the citizens of this State than road making and maintenance, and nowhere else is that importance more fully recognized than in the sections embracing our very best agricultural lands. . . .”

B. F. Havens, Executive Commissioner, Board of World's Fair Commissioners, State of Indiana.

“In relation to the matter of good roads, I beg to say that a circular was submitted by me to our Board of World's Fair Managers at its last meeting, and I herewith enclose you a copy of the resolution that was passed by the Board at said meeting in relation to the subject matter. I beg to add that what to do was the only question in the minds of our Board. It was the unanimous opinion that if there was anything that they could do to aid the cause of good roads in this country, they would cheerfully and willingly do it. But the starting point to all such matters can only be accomplished by agitation, and I think that the attention that would be attracted to the subject at the World's Columbian Exposition will be the beginning of what is the most desirable thing in this country, good country roads. If there is any suggestion that you can make whereby our Board can be of any service to you, I am free to tender you their desire to do anything in their power in the matter.”

Copy of Resolution adopted by Indiana Board of World's Fair Managers.

“It is suggested that this Board endorse the recommendation of Mr. Pope and notify Director-General Davis of the same.”

The above suggestion was adopted.

F. N. Chase, Secretary Iowa Columbian Commission.

"Your letter, with enclosure, to Honorable Horace Boies, Governor of Iowa, has been referred to me for reply. I note carefully what you say in regard to the erection of a suitable building at Jackson Park, in which should be placed the leading machinery and models for constructing roads. It is a matter worthy of consideration and earnest support of every good citizen. . . . I will bring your communication to the attention of our Commission at its next meeting for their consideration."

A. R. Bixby, of Board of World's Fair Managers, State of Maine.

"I am in receipt of yours of April 28th, relating to improved country roads. It is a matter that has been too long neglected, and one that now should interest the masses. I am heartily in sympathy with the movement. I will give it my earnest support when it comes before the National Commission. . . ."

Donald McNaughton, Chief Executive Officer, Board of World's Fair Managers, State of New York.

"Your letter under date of May 2d, with enclosures addressed to His Excellency, Governor R. P. Flower, has just been handed me.

"The subject referred to is one of very great importance and in which I have taken personal interest. I believe nothing could be more useful to the people of the United States than a comprehensive exhibit of improved roads and road-making machinery at the approaching Exposition, and I am very sure that the Board of State Managers and the District Commissioners connected with the work of the exhibit for the State of New York will favor such an exhibit.

"I will submit your communication to the Board of Managers at the next meeting. . . ."

Thomas Smith, National Commissioner, World's Columbian Commission, State of New Jersey.

" . . . It affords me much pleasure to be able to assure you of my hearty sympathy with your movement. . . . As a Commissioner and member of the Board and Control of the World's Fair Commission, it will give me much pleasure to forward your project whenever the subject is presented."

H. C. Southard, President World's Fair Commission, State of North Dakota.

"Your communication of the 22d to Governor Burke has been forwarded me. I shall call the members of our State Board together very soon, when I shall bring this subject up. Personally I have felt that this matter of highways was not appreciated in this country, and I have noted with pleasure that in New York, at least, strong interest is being excited.

"So far as this State is concerned, she could take but little part in such exhibit, although an exhibition of the making of a dirt graded road in Dakota would certainly be interesting."

N. G. Blalock, President and Executive Commissioner, World's Fair Commission, State of Washington.

"Your letter to the Governor of this State has been referred to me. I will take pleasure in recommending the idea of a separate road department at the Exposition to our Executive Board at its next meeting. . . . Our history dates with the great overland wagon roads, and our new State needs improved roads as much as anything else. Hence I am sure we will give your plan our hearty coöperation.

"In accordance with my promise to you . . . I submitted your proposition of raising the road exhibit to the dignity of a department at the World's Fair to our Executive Committee; the plan was approved, and I was requested to urge its adoption by the Director-General, which I have done in the letter of this date. Hoping that we will have a great exhibit of roads and roadway machinery at the Exposition . . ."

Edmund S. Meany, Assistant to Executive Commissioner, World's Fair Commission, State of Washington.

" . . . As Assistant to the Executive Commissioner of the Washington World's Fair Commission, I expect to do all that I can to further your scheme for better roads exhibit at the World's Fair. . . ."

FROM
LAWS AND RESOLVES
GENERAL COURT OF MASSACHUSETTS,
1892.

[CHAP. 97.]

RESOLVE RELATIVE TO AN EXHIBIT OF ROAD MAKING
AND ROAD-MAKING MACHINERY AT THE WORLD'S
COLUMBIAN EXPOSITION.

Resolved, That the board of world's fair managers of Massachusetts, representing the Commonwealth at the Columbian exposition, be instructed to urge upon the director general of said exposition the great importance of there being a comprehensive exhibit of the construction and maintenance of roads at said exposition, and be classed as a department, and a building constructed for this department, in which road making and road-making machinery can be shown as an object lesson by skilled workmen.
[*Approved June 15, 1892.*]

NEWSPAPER EXTRACTS

Relating to a Comprehensive Exhibit of Roads, their Construction and Maintenance at the World's Columbian Exposition.

Journal, Boston, Mass., April, 1892.

"A comprehensive road exhibit is not now in the plans of the Directors of the World's Fair. As things are now planned, the visitor interested in road-making must visit five buildings which spread over about eighty acres of ground, and look in the different buildings for the different models and material that show improvement in this direction. The infinite opportunity for improvement could certainly be made plainer to all the country if the road exhibit could be together. . . . We are certainly disgracefully behind our own civilization in America in this matter of good roads, and almost hopelessly behind England and the countries of continental Europe. This question of roads will probably become more and more a local political issue in township, county, and State elections. Everybody acknowledges that good roads are needed. It is high time that plans for having them should grow more practicable and more fruitful in result, not only in Massachusetts but all over the country."

Examiner, Cleveland, O., April, 1892.

"All over the nation public sentiment is arousing itself on the subject of good roads. It is beginning to gall the Yankee pride to know that the highroads of the Old World monarchies are as much superior to our own as is your best Medina stone pavement to your country plank in early spring-time. It is to be hoped that the Columbian Exposition will devote a special department to this subject, and strong efforts are being made to further the matter. . . ."

World, New York, N. Y., April 19, 1892.

". . . The road-building machinery of the exhibition should be exhibited together. Not to do this would be to show a great lack of comprehension on the part of the Fair managers of the importance of the subject."

Sun, Charleston, S. C., April 19, 1892.

"The higher civilization of good roads cannot be too often and too strongly preached in this republic. Improved carriage roads, such highways as are the wonder and delight of every American who goes to Europe, are what we want. . . . Anyway or anyhow, good roads we must have in this country. . . ."

New Era, Lancaster, Pa., April 19, 1892.

"It is undeniable that in the matter of building good roads the education of the American people has been very seriously neglected. . . . What is needed first and foremost is a campaign of education. . . ."

People are not readily induced to give up their long-time views and prejudices to argument alone. They want something more tangible. Practical demonstrations go much further than mere words. Show them something that they can handle and understand, and it is more than likely they will catch on to its significance and force, and consent to be persuaded, even against their will.

"It has been suggested that the World's Exposition at Chicago next year may very properly be turned into such an educational school. Millions of people will visit the Exposition grounds. If all those interested in better roads could there see what has been done in Europe, and what can be done here, they would carry away with them information that would bear good fruit in the time to come. . . ."

Chronicle, Augusta, Ga., April 20, 1892.

". . . An exhibition of this kind would benefit this country incalculably, and its effect would last as long as roads are used. We are not aware of such a movement, but there can be but one side to the question of the value of good roads to a town, county, State, or country. Road-building is one of the most important of internal improvements, and doubtless such exhibits and demonstrations as are proposed would result in great good."

Star, Washington, D. C., April 20, 1892.

"The proposition to secure a comprehensive road exhibit at the World's Fair deserves to receive very careful consideration. It has met the approval of the authorities of the Exposition. . . . Every State should take cross sections of improved roads as well as examples of country road bridges. It might add to the instruction and amusement of the people to show the existing system with its crudities, absurdities, and impossibilities of thoroughfare."

Union and Advertiser, Rochester, N. Y., April 20, 1892.

". . . Any ideas about road-making that the World's Fair can be made to impart to Americans will be of particular value to the country. It is to be hoped that the Fair managers will see their way to adopting suggestions, and combining the road exhibits so that they may do most good."

Daily Sentinel, Rome, N. Y., April 20, 1892.

"An effort is making to have the interests of better country roads represented in a special building at the World's Fair. . . . One who has attended great expositions can readily realize that the educational effect of the separate exhibits cannot be as great as if they were comprehensively grouped. . . . There can scarcely be a subject of more general interest to the country than that of good roads. The World's Fair Managers should make every effort to provide that no part of the good to be derived from the road-making exhibit be lost."

Wayne Independent, Honesdale, Pa., April 20, 1892.

"Everybody is interested in good roads, or should be, and it seems as

if a great opportunity to arouse the public to the importance of an improvement in the highways will be lost if at the World's Fair there be no comprehensive road exhibit.

" . . . Uncle Sam helps to make rivers and lakes navigable; he helps to keep back the waters of the Mississippi from inundating the lands along its shores; he builds great structures for cities, and does lots of other things for the public good; why would it not be a good plan to ask him to help to make better roads?

"We believe a comprehensive road exhibit at the great Exposition at Chicago would be the most powerful factor that could be used to bring about national and State legislation for the construction and maintenance of good roads."

Republic, Washington, D. C., April 20, 1892.

"Public attention has been called to the fact that at the World's Fair in Chicago one of the most important subjects of America, and one in which this country is most backward, and needs most instruction, has been so divided up among various sections and buildings that any study of it is practically impossible in a short visit. This is the subject of road-making, with all the connected subjects of materials, engineering, and maintenance. American wagon roads, compared with those of 'effete Europe,' are a disgrace to this progressive and boastful nation. . . . This project should be taken up heartily by the press and by enlightened citizens who know the immense value of good roads. This district is now a sufferer by the bad roads of Virginia and Maryland."

Gazette, Worcester, Mass., April 20, 1892.

" . . . At certain seasons, certain roads of this county are execrable — in fact, there are roads within a short drive of Worcester which have been within a month almost or quite impassable. It goes without saying that the wear and tear of the horses and wagons of the farmer is a dreadful waste and trial of patience, the lives of milkmen and market gardeners are made unendurable, and while those driving for pleasure can mostly avoid these quagmires, they not unfrequently get caught in them. . . . We are quite ready to endorse the importance of the movement."

Taglicher Volksfreund, Cincinnati, O., April 20, 1892.

"In almost all countries there is a want of good roads. To build these in the cheapest and most profitable way is no longer the decisive question. . . . We consider it a good plan and shall make it our special task to interest the entire press in its commotion."

The Chronicle, Augusta, Ga., April 20, 1892.

" . . . An exhibition of this kind would benefit this country incalculably, and its effect would last as long as roads are used. . . . Road-building is one of the most important of internal improvements, and doubtless such exhibits and demonstrations as are proposed would result in great good."

Traveller, Boston, Mass., April 21, 1892.

"We are pleased to note a revival of interest in road-making. There has probably been less progress in the construction of country roads during the last twenty years than in any other department of American improvement, . . . but something more extensive is hoped for which shall show just how the best roads are constructed. It might bring about needed State and national legislation securing the construction of good roads. Such construction is certainly one of the prime needs of the time."

Landmark, Norfolk, Va., April 21, 1892.

"The time is coming, we believe, when the people will demand good roads to drive and walk over in the country. They are beginning to learn how much they lose every year by the absence of decent roads, and how much they will therefore save by having them. A movement has been inaugurated and it meets with favor by the World's Fair Commissioners, to have a comprehensive exhibit of improved roads and road-making machinery at the Chicago Exposition. . . . There is no subject in which the world at large is more deeply interested at this moment than that of improved roads, and there is no public sentiment which the press of the country can more patriotically devote itself to creating than the sentiment for good roads. . . ."

Daily News, Batavia, N. Y., April 21, 1892.

"The sentiment in favor of better highways is growing all the time, and knowledge of the best ways of constructing and the best means of maintaining good roads is earnestly sought. It has been suggested by men who are deeply interested in improved highways that there should be an exhibit at the World's Fair. . . . It is hoped that the effort . . . will be successful. It would be a powerful factor in bringing about National and State legislation for the construction and maintenance of good roads."

Evening Standard, New Bedford, Mass., April 21, 1892.

"The subject of good highways is one of great importance, and is attracting increased attention. The improvement of roads has hitherto been mostly confined to cities which could afford a liberal expenditure for this purpose, and the towns in the immediate vicinity of cities are catching on to the idea of the importance of being able to get to the city markets with their products and to the city stores for their trade and for attracting summer visitors. . . . It is for the pecuniary interest of every town which desires to increase its population to have the best possible roads. . . . The Chicago exhibition will afford an excellent opportunity to exhibit to the millions from all parts of the country, who will attend it, the best material, machinery, and methods of road-making. . . ."

Tribune, St. Louis, Mo., April 21, 1892.

". . . The scheme is sensible, and in keeping with the times, for it is

especially in regard to good roads that the United States are extremely ill-supplied. Moreover, the display of such an exhibit will unite the interests of all the States in this respect, and these finally, perhaps by an alliance, induce Congress to take the matter in hand."

Herald, Grand Rapids, Mich., April 21, 1892.

"One of the suggestions to the Columbian Exposition, which ought to and will meet with general approval, is the effort to be made for the improvement of country roads. . . . That the wretched condition of most country roads can be remedied, all know, who have ever given a moment's thought to the subject. . . . Farmers generally would be profited if passable roads were insured to them at all seasons of the year. The agitation of this question now going on is in the right direction. . . . They who will derive the most comfort and the greater profit from passable roads must be the ones to keep rolling the wheel now set in motion."

Herald, Dubuque, Ia., April 21, 1892.

". . . There is no more important question now before the public than this one of good roads in the country. . . . The agitation of the question has already resulted in great benefit, in introducing improved methods of road building.

"Another step in the right direction is about to be taken in this matter by the presentation of a petition to Congress asking that provision be made for a comprehensive exhibit of improved roads and road-making machinery at the World's Fair. Such an exhibit would prove a powerful factor to bring about legislation for the construction and maintenance of good roads, and Congress could not do a better thing than to give the movement every possible encouragement."

Herald, Chelsea and West Randolph, Vt., April 21, 1892.

"There is no question but that the question of road improvement is the most important of any before the American people. Without good roads no nation can prosper. . . . It is truthfully said that it costs the average farmer more to draw his crops to the railroad than it does to send them from his local station to Liverpool. It is proposed to have an exhibit of the different kinds of the permanent roads at the World's Exposition. . . . This is a very wise move."

Advocate, Hartford, Conn., April 21, 1892.

". . . It is not easy to conceive of any department of greater practical value than this. An accessible and convenient object lesson, revealing in one view all that is known of good road-making practice, suitable for different sections and conditions of the country, is surely as worthy of a separate exhibit as anything that can be named."

Times, Rochester, N. Y., April 21, 1892.

". . . If such an exhibition will tend to arouse a feeling among Americans in favor of the betterment of the present wretched American roads, we hope it will be most successful."

Daily National Hotel Reporter, Chicago, Ill., April 22, 1892.

"On the main question of the great importance of better roads throughout the United States there is no division of opinion. . . . No better opportunity will ever present itself than to have a comprehensive exhibit of improved roads and road-making machinery, at the World's Columbian Exposition. An exhibition of this kind in a separate department would attract the attention of thousands of people interested in the matter, and would give a great impetus to the movement now being made to have interstate roads provided and maintained by national legislation. . . . "

Daily Bulletin, Haverhill, Mass., April 22, 1892.

" . . . Twelve months yet remain before the opening of the Exposition. Should there not be a determined effort, not only on the part of individuals, but also of States and of the nation to establish such a building and exhibition as is asked for? The chief value of the Exposition to the United States is as an educational impetus and assistant, and in this particular respect it needs education most of all. The time is coming, and coming rapidly, when national and State legislation will be passed for the construction and maintenance of good roads. It is of paramount importance and hence it is extremely important that at the World's Fair a comprehensive exhibition should be given of the best and simplest methods of so doing."

Daily Flail, Fremont, Neb., April 22, 1892.

"*The Flail* agrees that the government should take this matter up and give it particular attention. . . . If the money annually thrown away on Goose Creek and Turkey River in the mad endeavor to make them navigable were expended on the roads under supervision of the government, it would go a long way toward making highways throughout the agricultural highways of the country. The cool millions squandered on the Missouri River, in the absurd attempt to improve navigation, carefully spent along the valleys of the great but treacherous stream for roads, would be of untold benefit to the people. Give us good roads to get to market, and with the railroad competition certain to ensue we can reach the great markets of the country, even though Turkey River and the Great Muddy are not even navigable at high tide. But we must have roads."

Advance, Lynchburg, Va., April 22, 1892.

" . . . To carry out Dr. Peabody's plan would be far better than no exhibit, but we cannot but hope that the proposition of a separate department for a road exhibit will be adopted. The information is needed everywhere . . . in city as well as country, though it is probable in the country that the need is most imperative. Let us have the road department."

Republican, Marlboro, Mass., April 22, 1892.

" . . . This is a subject in which every person is interested. We have the worst roads in this country of any civilized country on the globe, and it is not to our credit. If town officials will but co-operate in this work much can be accomplished. It is a subject of much interest to Marlboro people, for we have the worst streets and roads of any city on the globe.

" . . . In connection with this matter it would also be of public benefit to advocate national legislation for the construction and maintenance of good interstate roads."

Daily Banner, Carthage, Mo., April 22, 1892.

"An effort is being made to get the government to take action in regard to constructing and maintaining good interstate roads, and also to get the Directors of the World's Fair to set apart a place for a road exhibit in the Columbian Exposition. It seems that no provision has been made in this direction, and it is surely a matter of sufficient importance that public highways and the means for their improvement should be given an exhibit at the World's Fair. The effort is a good one, and it is anticipated that those having this in hand will remedy the oversight and give this important element an exhibit in the Columbian Exposition which will be witnessed by millions who are directly interested in the subject."

American Athlete, Philadelphia, Pa., April 22, 1892.

" . . . Also, there is likely to be an apathy regarding the great question of road improvement, which, if not looked to, will entail the losing of a golden opportunity and force home upon the government as well as upon the public the necessity for an extended and systematic work in the construction and maintenance of good public highways. We draw attention to the selections which we make in this issue from a circular letter regarding the matter just issued by. . . ."

Referee, Chicago, Ill., April 22, 1892.

" . . . No question is of more importance to the country than this one and nothing will increase or decrease the prosperity of the farmer (and consequently every business man) more than good roads or bad roads, respectively. We cannot see why this one great subject should not be shown in one building, and have one classification.

" . . . The question will never receive the attention it should have unless some such plan as suggested is adopted. This particular one may not be exactly suitable, but it is the groundwork for some feasible and reasonable plan. . . ."

Herald, Chicago, Ill., April 22, 1892.

"The suggestion has been made that there should be an exhibit at the World's Fair of the methods for the construction and maintenance of good roads. The idea is an excellent one, and should be taken advantage of. Such an exhibit would interest all visitors who have suffered from the evils of bad roads, and these visitors will come from every

State in the Union. The movement for better country roads is general and is receiving the encouragement of the leading newspapers and magazines in almost every section of the country. . . . All the States presumably would contribute to this exhibit, and a study and comparison of the various methods would be of material benefit to the friends and advocates of better roads and in time to the roads themselves."

Spy, Worcester, Mass., April 22, 1892.

"A movement is taking form . . . to bring together into a systematic arrangement at the World's Fair all the exhibits that relate directly or indirectly to road-making. . . . The greatest benefits that can reasonably be expected is in the rousing of public opinion to the necessity of something better than we have, and in supplying instruction to road builders, both in the form of literature on the subject and by practical lectures through the medium of farmers' institutes and fairs, to the end that we may get something better than we have. . . ."

Times-Recorder, Zanesville, O., April 22, 1892.

"The proposition to secure a comprehensive road exhibit at the World's Fair deserves to receive very careful consideration. . . . Within the twelve months yet intervening before the opening of the Fair a suitable building could be erected, and statistics, diagrams, specimens, sections, etc., could be selected and arranged for exhibition. Every State should take cross sections of improved roads as well as examples of country road bridges. . . ."

Daily Indicator, New York, N. Y., April 22, 1892.

"Attention has been called to the fact that in the plan of the World's Columbian Exposition no provision has been made for a comprehensive and special exhibit of improved roads and road-making machinery. This is an oversight which should be rectified in the interests of the whole country, for we are as backward in the matter of good roads as we are forward in the matter of fine railroads. . . . Very little intelligent work has been done in the line of educating the people up to the wisdom and economy of good roads. The farmer to-day in the most prosperous sections of our country hauls his produce a mile or two to the railroad station at a cost in excess of the charges made by the railroad for transporting it one thousand miles to market. In a country where the exchange of commodities is free from all legal barriers, where inter-communication between the different States is absolutely unrestricted, and the privilege is fully availed of by all classes of people, it is astonishing that so little has been done to make the channels of communication agreeable or convenient. Bad roads have retarded the growth of many a place with everything else in its favor, and they are a tax upon every individual in the country who consumes anything that is transported over them. Before the days of the railroad the right of Congress to provide highways for the development of interstate commerce was fully recognized. The exercise of that right now would

be wise, and a great highway traversing the entire continent, and adapted to every method of land transportation except the railroad, would make for the increased prosperity of the whole country."

Press, Pittsburg, Pa., April 22, 1892.

"There is much sound sense in the proposition to devote a portion of the World's Fair space to an exhibit of various devices for improving country roads. Pennsylvania suffers as much as any State in the Union from quagmires that do duty as highways. . . . While the people are rapidly becoming educated to the point where they will make a desperate effort to improve the condition of public highways outside city limits, there is no doubt that such an exhibit as is proposed at the World's Fair would do much to promote the reform desired.

"Perhaps if a good exhibit is made at Chicago, there will be such an active interest aroused in the matter that national legislation for the maintenance of good interstate roads will be placed on foot. Anything that will lead to the improvement of roads throughout the country deserves the endorsement of every good citizen and newspaper."

Gazette, Sedalia, Mo., April 22, 1892.

". . . The road-building machinery of the Exposition should be exhibited together. Not to do this would be to show a great lack of comprehension on the part of the Fair Managers of the importance of the subject."

Belleville Post, Belleville, Ill., April 22, 1892.

"From Boston we received the intelligence that among its prominent circles there is a movement fermenting whose aim is to represent the work of road-building in a more perfect and comprehensive way than hitherto at the World's Fair. . . . The Belleville Post, which formerly has favored the question of good roads, hails the Boston movement with delight and wishes it the best results."

Union-Journal, Walla Walla, Washington, April 22, 1892.

"It is proposed to make wagon road-building a specialty at the World's Fair. It seems to us that no one subject needs practical illustration more than the ways and means of building good wagon roads. . . . A very few years ago the farmers of upper Russell Creek concluded that it was possible to improve the wagon road leading from their broad, rich acres to Walla Walla. One of the chief things to overcome was the reduction of a steep divide between Russell and Yellowhawk creeks. It was finally decided to make the road straight, cut through a couple of hills, fill up a couple of gulches and cross Yellowhawk at another point. This was done, but chiefly by "passing the hat." Recently one of the large Russell creek farmers told us that he gave one hundred dollars towards the road, in addition to paying his road tax, but that he was rapidly getting his money back, as he saves at least thirty dollars a year on his horseshoeing and blacksmith bill, because the new road avoids all the rough gravel parts between Yellowhawk and

Mill Creek on the old road. Not only is he receiving this direct money benefit from the construction of the new road, but his teams can haul larger loads over the new than it was possible for them to do over the old road.

"While Walla Walla valley is blessed with good natural roads, it is certain they can be improved at small expense to the great benefit of everyone who travels over them on business or pleasure intent. While we boast of 'a light road-tax,' it is beyond question that all would be benefited far more than the increased tax if all the roads in the valley were improved under the direction of a skilled engineer. . . ."

Herald, Huntington, Mass., April 23, 1892.

". . . It is to be hoped that he will succeed, for many practical ideas could be gathered in that way which would be of benefit to the whole country."

Plattdutsche Post, New York, April 23, 1892.

". . . Besides being the very instructive, by the opportunity it offers to compare the individual building methods, the plan, moreover, has the power of connecting the interests of one State with that of another, which is a continual advantage."

New York Age, New York, N. Y., April 23, 1892.

". . . There should be such a department at the Columbian Exposition by all means. And the entire people would be the gainers if Congress would take some steps towards putting the highways of the country in better condition. There never was a time when the roadways were used more, and when road-building and road machinery had reached a higher degree of perfection. The good work should be stimulated to the utmost."

Daily News, Newburyport, Mass., April 23, 1892.

". . . Such an opportunity as the Chicago Exposition will offer for a practical exemplification of road-making should not be lost. No one will gainsay the importance of good roads, and it is somewhat a matter of surprise that provision was not made for a display of facts in connection with them at so notable a gathering as the Fair. . . . It may be said that good roads have not heretofore induced the interest they deserved, and the agitation of the present is a matter of congratulation."

Financial News and Price Current, Pittsburg, Pa., April 23, 1892.

". . . Improvement in country thoroughfares to make them passable at all seasons has been a hobby with the writer for many years, and we have lost none of our faith that good roads would prove a sovereign specific for many if not most of the ills with which the American farming interest is afflicted. In no way within our knowledge could money be invested to bring a bigger return. But it is difficult to get farmers to see this. With them the dollar in hand effectually obscures many

dollars in prospective. An object lesson on the subject at the coming World's Fair might be effective where other means have failed. We are heartily in sympathy with the movement instituted. . . ."

West End Advocate, Chicago, Ill., April 23, 1892.

"Even our down east neighbors are shedding tears of sympathy with us over the horrible condition of our country roads, which for about half a year are mere quagmires. It does seem as if Illinois was great enough, old enough, and wealthy enough to enter upon some system of improvement for its main roads, and this begun, the connecting roads would soon be put in a condition also that would make them serviceable to the farming community and the general public. A movement is on foot looking to the establishment of a comprehensive road exhibit at the World's Fair. . . . The idea is a good one, and it may result in starting the ball in motion for roads over which it is not a crime to force a team to draw a wagon, to say nothing of a load of produce."

Valley Echo, Westfield, Mass., April 23, 1892.

". . . is agitating the subject of an exhibit. . . . It is to be hoped that he will succeed, for many practical ideas could be gathered in that way which would be of benefit to the whole country."

Blade, Brooklyn, N. Y., April 23, 1892.

". . . Our roads are simply execrable and it seems strange that in the laying out of the World's Columbian Fair, the arrangements for bringing to a proper focus all possible materialized suggestions for improvements in this direction are so ill-planned, that the contributions to knowledge on the subject, which should all be found together, are found distant from one another and associated with other matters to which they are less intimately related. We think that in a republic like this, one and indivisible, its 'solidarity' would be intensified by an interstate road system under federal authority. . . ."

Morning Journal, New York, N. Y., April 23, 1892.

"It is encouraging to note the project of forming an exhibit of roads at the World's Fair in 1893, with a view to creating a national sentiment against the poor highways with which nearly every State in the Union is at present cursed. By all means have the exhibit and show the bad roads rather than the good ones. Show a section of rural turnpike as it exists in Illinois or New York, in all its primitive hideousness ; and the nation will be so ashamed of such a spectacle that it will at once set at work to render it impossible in the future."

Architectural and Building, New York, N. Y., April 23, 1892.

". . . In our cities the expense of hauling goods from the railroads to storehouses or merchants' warerooms is frequently much greater, as is well known, than the expense of bringing them long distances by rail, and in the farming districts the actual time, labor, and expense to the farmer consequent upon bad roads takes a large share of his profit in

marketing his grain, hay, or other bulky products. . . . In referring to this subject no class of a community, unless it be the farmers, are more interested in good roads than the builder. His materials are heavy and the expense of transportation is a large item in their cost. The carting of brick or other heavy material over bad pavements is necessarily expensive and destructive to the teams and vehicles in which they are conveyed. The same is true where country roads are used, as in bringing materials to country residences or other structures in rural localities. . . . We shall be glad to see this great educational Exposition made a means of educating our people not alone in the art of production, but also in this great art of transportation, the building of good roads and streets both for country and city. . . . No one branch of public works is more important than this of good public roads, and however it be accomplished, it will advance in the most material way the interests of the public, and we should advocate this Exposition as a means of calling attention to this subject, and thus securing national State, and municipal legislation which will provide us with good roads for local traffic."

Spirit of the Times, New York, N. Y., April 23, 1892.

" . . . The idea is certainly a good one, and well worthy the attention of the Commissioners."

Cape Ann Breeze, Gloucester, Mass., April 23, 1892.

" . . . An exhibit is advocated which shall be under one roof, which certainly would seem the proper thing. . . . It would seem that such a Fair as is proposed should practically have no limitation when it comes to a question of such moment as that of good roads. The best is none too good, and the World's Fair exhibit should be all that money could make it."

Dry Goods Economist, New York, N. Y., April 23, 1892.

" We have referred in previous issues to the handicap from which the dry-goods trade suffers at one of the seasons of the year when it should be most prosperous, in the shape of the wretched condition of the country. We are happy to notice a disposition among law makers, as well as among the more enlightened of the people generally, to reform this crying evil. . . . A praiseworthy attempt to accomplish something educational in the matter on a broad scale has been inaugurated—an agitation for a first-class practical exhibit at the World's Fair next year. . . . "

Home Journal, Boston, Mass., April 23, 1892.

" In every new country or section of country, one of the earliest, but not the earliest, signs of real civilization is the establishment of good roads. In a country like ours it is now of paramount interest. . . . Such a road exhibit would be not only entertaining and instructive, but of great value in showing to the visitors from every part of the country the best methods and results and awaken them to the needs of the

greater part of America. If these exhibits are scattered they will lose their effect like buckshot fired at a lion, where a less amount consolidated would bring down the prey."

**Real Estate Record and Building News, Boston, Mass.,
April 23, 1892.**

"It might be said, and with all truthfulness, 'A country is known by the condition of its roads.' All practical men will at least admit that good roads are one of the chief factors in the growth and development of a new country. The United States can boast of many handsome roads and fine boulevards, but the country taken as a whole, is sadly in need of great improvements in this respect, and any effort tending to bring about that result generally should be welcomed by everybody, and given all possible assistance. An effort to create a department for a comprehensive exhibit of improved roads and road-making machinery in a special building for the purpose, at the World's Columbian Exposition in 1893, has recently been started and all who are interested in good roads, which certainly help real estate and building interests throughout the land, should join in the movement and push it forward to complete success."

Tribune, Sioux City, Ia., April 23, 1892.

" . . . No part of the United States should be more alive to the necessity of better roads than the West and Northwest. The cities are interested in the best and most durable paving, and cities and country alike are interested in securing better country roads. There is a great deal to learn in both paving and road-making, and the World's Fair will afford the best opportunity to teach all branches in a pleasing and practical manner.

"The improvement of the country roads is a most important matter, yet legislatures meet, discuss it, and do nothing. Something must be done, and that soon. The West is being rapidly settled, and as the population increases the necessity for better country roads becomes more apparent. There is no dispute now as to this necessity. The great question is one of method. There is no reason why the World's Fair should not be made to produce a plan for securing these roads. It is to be a great object-lesson on many subjects. Road-making should be one of them."

News, Detroit, Mich., April 23, 1892.

" . . . There is no want of modern civilization so deeply felt as that not only of country roads but of city pavements. It is the one standing perplexing problem of an age of miracle working. . . . While it is true that the science of road-making is not the most backward of our material interests, it is remarkable that there is lack of appreciation of the importance of the subject. The people at large seem contented with a far poorer class of country roads than necessity forces upon them. Every country in Europe has far better roads than any State in this

Union possesses. It is true that good roads have to be paid for; but no investment of public funds is more profitable.

“One of the best grounds of justification of the World’s Fair lies in the benefits it may confer on special material interests of this sort. The Managers of the Exposition have made some recognition of the science of road-making, but not such recognition as those most interested in the subject think ought to be made. A praiseworthy effort is making by parties in the east to unite the efforts of all persons interested in good roads to induce the Managers of the Exposition to reorganize its proposed system of road exhibits so as to give the subject greater prominence and the world a better opportunity to learn the present condition of the science. . . .”

Times, Roanoke, Va., April 23, 1892.

“ . . . This is a move that should receive hearty support from every section of the country, especially the South. Good roads go far toward improving a State, and the farmers of Virginia would find it to their advantage to do all in their power to bring the question before the public.”

Engineering and Mining Journal, New York, N. Y., April 23, 1892.

“ . . . The question of good roads is one of the most vital importance, and although there are very encouraging signs of an awakening interest in the matter on the part of the people, the tardiness with which they have become interested in it and the abominable condition of the great majority of our country roads at the present time is due undoubtedly, in great measure, to the ignorance of the people as to what a good road really is, or how to make it. A comprehensive road exhibit at the World’s Fair would probably do more than anything else to convince the farmers and others, who have to use the roads most, of the advantages to be derived from their improvement, and would be a most powerful factor in bringing about legislation for the construction and maintenance of scientifically built highways.”

Engineering Record, New York, N. Y., April 23, 1892.

“ . . . While the matter may not justify an entire change of the classification determined upon, there can be no doubt that if exhibits of road-making methods and machinery, statistics, etc., were grouped in a separate building, they would prove of interest to a larger number of persons than would seek out the same displays under the different classifications. The chief value of such a display would be in its educational character, in instructing the farmer and stimulating an interest in the voter, upon whose appreciation of the practical bearings of the subject road improvement must wait. . . .”

International Gazette, Black Rock, N. Y., April 23, 1892.

“ . . . As road-making is liable within the next five years to become a national issue, the least the Commissioners could do would be to have

all exhibits connected with roads and road-making placed in one collection."

Dispatch, Pittsburgh, Pa., April 24, 1892.

"A good suggestion has been made . . . that a special exhibit should be made of the construction of good roads. . . . What is especially needed is a demonstration of the different methods by which cheap and solid country roads can be made. The exhibits bearing on high-class pavements will be sufficiently accessible to the student of that class of engineering. The purpose to be attained, as we understand it, is to impress the popular mind with a practical demonstration of the fact that good country roads can really be made cheaper, and to convey the construction how each locality can do the best with the material at its command. . . .

"The suggestion deserves popular support. It is to be hoped that an object-lesson on the subject of highways that will set all visitors to the Fair to work for the improvement of the roads of their own sections will be had."

World-Herald, Omaha, Neb., April 24, 1892.

". . . The idea is an admirable one. . . . The World's Fair is intended to be not only a place for the idle curiosity seeker or amusement goer, but it is to be an exhibit of the world's progress, an object lesson in practical accomplishment, a school for those who would learn all that man has accomplished in the practical solution of material problems. Therefore it is of vast importance to the people of this country that the managers of the Fair should establish a separate and distinct department, wherein can be exhibited all the processes, all the materials, and all the accomplishments of road making and road maintaining. The World-Herald ventures to say that no material interest has been so neglected as the country roads of the United States, and that no improvement in any department of life would be of such vast value to the people of the United States as the intelligent development of the art of country road building. The World's Fair is the place to educate the people. It affords the only opportunity to give a great impetus to this new movement and can make it thus nation wide.

"The West is particularly interested in this matter, and the World-Herald ventures to say that if the World's Fair management will establish and advertise a department of road construction and maintenance, the West will take a new interest in the Fair and will give it a much larger patronage than otherwise. The West, above all other parts of the United States, is devoting itself to development and improvement. Not only that, but it must be remembered that the West has the most serious difficulties to encounter in the construction of public roads by reason of the lack of material. It, therefore, will be all the more eager to study the suggestions on this subject which may be found in the department of the World's Fair."

Star, Wilmington, Del., April 24, 1892.

" . . . Twenty-five years hence the State or county that has not good roads will be considered antiquated and behind the times. The subject of improved roads is daily growing in importance, and is becoming a leading question all over the country. Sooner or later it is bound to become a national issue. From an economic standpoint, it is the most important subject that can occupy the attention of the people of the United States to-day. With all of our boasted progress and civilization, our average country roads would be a disgrace to the poorest and most forsaken corner of the globe. The subject is one well worthy especial thought and care of the Managers of the World's Fair."

Enterprise, Washington, D. C., April 25, 1892.

" . . . It is well that attention should be given to this matter. This country is not to the front as regards her roads and she should be and that as soon as possible. The country roads in many sections are abominable examples of what lack of skill, judgment, and care can accomplish when exerted at full power."

News, Indianapolis, Ind., April 25, 1892.

" Interest in the betterment of American roads will have an expression at the World's Fair. At least an effort is being made . . . to have erected a suitable building in which can be grouped all the things which will be useful in educating the people how to build good roads. . . . The great exhibit at Chicago would be a great medium for presenting the good road doctrine, and this proposition is worthy of consideration."

Tribune, Oakland, Cal., April 25, 1892.

" A concerted movement is making at the East for better country roads. There is a very general assent that better roads are badly needed, but it is, as a rule, a languid sort of assent not as a rule resulting in action. People unite in condemning the roads we have, but when they are asked to do something to improve the condition they are prone to shove the responsibility on to the next man. . . . It is this difficulty of creating an intelligent public opinion with votes behind it that the promoters of the present have to contend with."

Morning Herald, Titusville, Pa., April 25, 1892.

" . . . The idea is an excellent one and should be taken advantage of. Such an exhibit would interest all visitors who have suffered from the evils of bad roads, and these visitors will come from every State in the Union. The movement for better country roads is general, and is receiving the encouragement of the leading newspapers and magazines in almost every section of the country. . . . We may be sure that every farmer would visit that section of the World's Fair, where he could see in construction or operation, in diagram or illustration, a good road whether Roman, French, or English. And if a bad road could be put on canvas or photograph, with its seas of mud, its crevasses, its gullies, its stony places, its mantraps; if the clogged wheels and panting team,

or belated and bemired traveller could also be held up in contrast, it would be an instructive exhibit."

Record Union, Sacramento, Cal., April 25, 1892.

"Someone has said that bad roads leading to a market town are the equivalent of a wall about the place, with no means of ingress. Systems of bad roads might be more aptly styled absolute decrees of exclusiveness, forbidding trade to enter, while good roads are open doors of cordial invitation.

". . . We cannot expect for a very long time to have roads such as are famous in Europe, but while a good deal of road improvement has been done in the Atlantic East, it is only a beginning. That, it appears, is to be stimulated, however, by systematized exertion, the results of which are to be manifest in plans and examples at the World's Fair. . . . But the exhibit at the World's Fair will be but half complete, and then enjoyed by only the few in making examples as provided for, because of the infinite difficulty in finding out what is to be shown under the present adopted system of classification. . . . Of this we are convinced, that no department of a great fair has a more direct or important relation to the rural interests of the country than one devoted to roads and highways."

Republican, Akron, O., April 26, 1892.

". . . It is to be hoped that such an object-lesson will be presented to the visitors at the World's Fair as to set them to thinking, and from thinking impel them to working."

Star, Kansas City, Mo., April 26, 1892.

". . . All advocates of good roads should encourage this proposition. The World's Fair will offer a great opportunity to arouse the public to the importance of good roads, and it should not be neglected. The entire country is now discussing the road problem, and if the people when they visit the World's Fair are shown a lesson in road-making, they will return to their homes prepared to make practical use of it.

"A comprehensive road exhibit is not now in the plans of the Directors of the World's Fair. . . . The infinite opportunity for improvement could certainly be made plainer to all the country if the road exhibit could be together. . . . We are certainly disgracefully behind our own civilization in America in this matter of good roads, and almost hopelessly behind England and the countries of continental Europe. This question of roads will probably become more and more a local political issue in township, county, and State elections. Everybody acknowledges that good country roads are needed. . . .

"It is encouraging to note the project of forming an exhibit of roads at the World's Fair in 1893, with a view of creating a national sentiment against the poor highways with which nearly every State in the Union is at present cursed. By all means have the exhibit, and show the bad roads rather than the good ones. Show a section of the rural turnpike as

it exists in Illinois or New York, in all its primitive hideousness, and the nation would be so ashamed of such a spectacle that it will at once set at work to render it impossible in future."

Daily Republican, Fresno, Cal., April 26, 1892.

"There is no question of equal importance which receives so little attention in this country as the construction of good roads. By good roads we do not mean anything like the best country road in Fresno county, for there is not a permanently good road in the county. There is not a road in all this county which does not either become unfit for use during the winter on account of mud, or is cut to pieces and ground to dust during the summer, becoming nearly as bad as the muddy roads in winter. . . . A systematic agitation for better roads is now going on in the Eastern press, and from the earnestness of the tone displayed it would seem likely that some practical results will follow. . . . In this connection a proposition is on foot to educate the American people in the methods of road-building as they are practised in some of the countries of the Old World, where the construction of roads has been made the main feature of internal improvements for hundreds of years, by introducing at the Chicago Exposition the methods, materials, and latest improved machinery used in the construction of the finest highways of Europe. . . . It is to be hoped that the managers of the Exposition will see their way clear to giving this feature the prominence which its importance demands."

Gazette, Fort Worth, Tex., April 27, 1892.

"There is no matter of more practical importance to the country at large than best methods for the construction and maintenance of dirt roads. So much has been of late written upon the subject in this country and in Europe that there is little left to be said, while much yet remains to be done.

"What is now needed is to arrive at some conclusion as to the best method, and then to have each State carry out the plan through its State and county officials. In order to further this movement, it is suggested that 'Road Construction and Maintenance' be made a department. . . . Any available means for putting before the country a feasible plan for effecting improvements in the ways that farmers must use to bring their produce to market, or that will lessen the distance from country to town ought not to be neglected."

Gleaner, Lee, Mass., April 27, 1892.

". . . The suggestion is a good one."

News, Hamilton, O., April 27, 1892.

". . . The importance of good roads cannot be over-estimated. In fact there is no improvement that would so immediately redound to the advantage of the people in general as this. . . . The people can hardly realize the advantage they would be, having been so long accustomed to the multifarious inconveniences of bad roads. This being the case, it is

gratifying to know that an organized movement is on foot to have a special department provided at the World's Columbian Exposition for a comprehensive exhibit for improved roads and road-making machinery. The object-lesson that this would furnish to millions of people who will visit the Exposition could not fail to be impressive, and would be fertile in results. We hope it will be done."

Pennsylvania Argus, Greensburg, Pa., April 27, 1892.

"... We are in hearty accord with this great project, and promise a cordial support."

Religious Telescope, Dayton, O., April 27, 1892.

"... It is to be hoped that nothing will be left undone necessary to secure the exhibit asked for ... or needed to make it a complete success."

Christian Intelligencer, New York, N. Y., April 27, 1892.

"... It is a peculiarly favorable opportunity to arouse public attention, and furnish instruction as to the best and most economical methods of road-making. The occasion ought not to be lost. ..."

Breeders' Gazette, Chicago, Ill., April 27, 1892.

"... The Gazette most heartily endorses the statement to the effect that 'a comprehensive road exhibit at the Exposition would be a most powerful factor to bring about national and State legislation for the construction and maintenance of good roads.' It would be nothing less than an outrage if this subject does not receive adequate and comprehensive presentation at the Columbian Exposition, and how it can receive such presentation when scattered over five different departments would puzzle a Philadelphia lawyer to tell."

Central Christian Advocate, St. Louis, Mo., April 27, 1892.

"It has been proposed to exhibit at the World's Columbian Exposition specimens of the best roads and the methods of constructing them. This may be impracticable; but the implements and materials for constructing good highways, and perhaps sections of roads built with these materials could be shown. ... Personally, we have been in favor of a good, smooth track to travel over, ever since we were jolted up and down in infancy when riding in a carriage on an Ohio corduroy road. Someone declares that a good road is a means of grace and we do not doubt it. Farmers and all others owning horses, wagons, and carriages ought to give the subject their profound attention."

Kate Field's Washington, Washington, D. C., April 27, 1892.

"... Let the Exhibit be something which people will linger over, and watch, and talk about after they get home. It would cost a good deal, perhaps, but it would rapidly pay for itself in the increased demand for everything that goes on wheels, to say nothing of the increased opportunities for trade, comfort, and pleasure to the class which is just now supposed to be in need of some favorable discrimination."

Dar Herold des Glaubens, St. Louis, Mo., April 27, 1892.

" . . . The idea is both sensible and in keeping with the times."

Clipper, Burlington, Vt., April 28, 1892.

"The question of road improvement is a most important one, not only in Vermont, but in nearly every State in the Union. In our own State we certainly need better roads. . . . As has already been suggested in these columns, the real hope for material improvement in roads at the present time is in national appropriation. One half the immense river and harbor appropriations devoted to improvements on the main roads of the country would be of much greater benefit to the people in general. A road exhibit at the World's Fair next year would undoubtedly do much to arouse the people to the importance of national legislation on this subject."

Golden Rule, Boston, Mass., April 28, 1892.

" . . . The establishment at the World's Fair of an exhibit to educate visitors in the matter of roads is being agitated. . . . There is no doubt that this is a subject of paramount importance. . . . Few things contribute more to the civilization than ready means of communication. When men are isolated in scattered communities, connected only by sandy, muddy, or bowldery roads, with ruts and sloughs to waste time and wear out horses and wagons, the people are stupid and unenterprising, the schools and churches are poorly patronized. The people of the United States have as yet no idea of the vast importance of this subject, and of the pressing need of a road reformation."

Catholic, Pittsburgh, Pa., April 28, 1892.

" . . . We are pleased to see that this question of good roads is being taken up and is being vigorously agitated by the press of the country. An excellent idea and a most timely one on the subject of good roads has been formulated. . . . Beneficial as this may be we very much fear it will not go far enough reaching in its result. Legislation is demanded on this subject. Our State is sufficiently prosperous, its debt is small, and the time has come for its law givers to take up the question of good roads and legislate to this end."

School, New York, N. Y., April 28, 1892.

" . . . Such an Exposition will be a lesson in anthropology. It will illustrate every advance in men's civilization. No more valuable object lesson could be given at the Chicago exhibition, and no effort should be spared in making it most complete in every way. Every springtime the commercial reports from the West relate how business has been clogged by the impassable roads, and the annual loss on this account aggregates millions of dollars."

Maine Farmer, Augusta, Me., April 28, 1892.

" . . . The plan strikes us as being a good one, as it might be a powerful factor in bringing about national and State legislation for the construction and maintenance of good roads. . . . The *Farmer* has

long urged the necessity of better roads, and object lessons illustrating the best in the country, shown at the Exposition, would be useful in educating the people how to build good roads. . . . There is no division of opinion on the main question. Everybody agrees that better roads are an absolute necessity. . . . ”

Globe, St. Paul, Minn., April 28, 1892.

“The Globe has occasionally put in its oar for the furtherance of the gospel of good roads. . . . To fully realize this object in connection with the Chicago display, public sentiment needs to be invigorated and made imperative. Then the State and national legislation will be invoked to put the requisite machinery into operation. . . . The cause is a good one and may safely be given the fullest encouragement. Its champions should formulate something of the legislation requisite, and then go before the architects of political platforms with demands. Let votes be contingent upon acceptance of this good roads gospel, and then strides towards success will be had.”

Republican, Binghamton, N. Y., April 28, 1892.

“The subject of the need of improvement of country roads is not new, but intelligent discussion and practical efforts to improve the roads would be novelties. Efforts are now making . . . to introduce a department of country roads at the World's Fair. While it will be impossible to give a practical exhibition of roads, much can be done by giving a well-arranged exhibition of road-making machinery. . . . ”

Express, Los Angeles, Cal., April 28, 1892.

“. . . There is at present a movement for the construction of interstate wagon road by the general government, or at least for national legislation looking to the construction of such public highways. Public interest in the matter of improved roads will be stimulated at the World's Fair in Chicago next year. . . . There is no State in which road improvement is more imperatively needed than in California. Our country roads, with few exceptions, are disgracefully bad. Our whole system of roadwork is faulty, and leads to large annual expenditures with little or no permanent improvement. . . . Experience has shown that good roads directly raise the value of adjacent lands to an extent far greater than the cost of such improvements.”

Times, Kansas City, Mo., April 29, 1892.

“Propositions to have a portion of the space at the World's Fair devoted to an exhibition of the various devices for making and improving country roads are certainly wise. At this time the people are studying the question, and an exhibit of the sort suggested would attract more notice and do more good than at a time when other questions were uppermost in the minds of the visitors. Machines which can do good work cheaply would find a ready sale in all parts of the country, and newspapers would write about their merits and urge their use. Street work for cities should be included in the exhibit.”

Northwestern Congregationalist, Minneapolis, Minn., April 29, 1892.

"The latest suggestion coming from Boston for increasing the practical value of the Columbian Exposition would have it contain, in one department, a grand object lesson on constructing and maintaining country roads. . . . A sensible idea, we would say.

" . . . According to present methods and lack of method, millions of dollars are wasted on the country of the United States every year, and other millions are lost in the attempt to use these roads when they have been thus 'improved.' In many instances the work is done unskilfully or carelessly, or is left in such an unfinished condition when the road tax has been 'worked out' that the roads might better have been let alone.

"In this era of improved facilities for transportation and travel, by sea and land, it is time that the country road received attention. Most people must make a trip of some miles through the country before they can use the splendidly equipped railway. To the farmer a good wagon road to the railway station is just as important as cheap freight rates to the metropolis. . . . "

Jewish Tidings, Rochester, N. Y., April 29, 1892.

"The proposition to have a comprehensive exhibit . . . is an excellent one and we trust the promoters of the idea will succeed in securing such an exhibit. If this country needs anything it needs better country roads."

Pawtuxet Valley Gleaner, Phenix, R. I., April 29, 1892.

" . . . That it would be interesting there is no doubt, nor is there any question that it would be of immense benefit to the country, for there is now an immense waste of time and money in poor roads. We sincerely hope that the commissioners of each State for the World's Fair will second the efforts to have a road exhibit. . . . "

Manufacturers' Record, April 29, 1892.

" . . . If the suggestion advanced cannot be carried out it would be a matter for regret, for the opportunity for impressing upon the public mind the importance of good roads and for showing the best practice in this line is one of too great value to be allowed to pass without being well utilized. From the point of practical value there are few subjects with which we are concerned to-day that are of so great importance as this entire question of how to build and maintain good roads. . . . "

Advertiser, Flemington, N. J., April 29, 1892.

" . . . The suggestion is excellent and timely. There is no subject of our material economy of greater general importance than this, nor one that is exciting a deeper and more widespread interest. The subject has formed a topic of earnest discussion in the newspapers and other publications, and before agricultural societies and similar bodies, and the public interest has thus been excited. What is now needed is practical object-lessons. . . . "

Independent, Clayton, O., April 29, 1892.

" . . . There can scarcely be a subject of more general interest to the country than that of good roads. The World's Fair Managers should make every effort to provide that no part of the good to be derived from the road-making exhibit be lost."

Massachusetts Ploughman, Boston, Mass., April 30, 1892.

"Everybody who reads the papers must be aware that the crying want of our country is better roads, better communications between city and country, and greater facilities for travel by horse or bicycle. . .

"There is much of good common sense in the suggestion, and we hope the lovers of good roads will combine in sufficient numbers to erect the necessary building. . . There is no subject now before the people of so great importance as the improvement of our highways, and the political party which has the sagacity to make use of this 'plank' in its platform will stand a good chance to ride into power on a plank road, so to speak; nothing would lift it so quickly out of the mud of silver coinage and tariff reform as a policy of improved highways, made by government."

Farmers' Home Journal, Louisville, Ky., April 30, 1892.

" . . . Good country roads are really of more practical value to a neighborhood than railroads. Indeed the importance and value of good country roads are so universally recognized that there is no argument and no need of argument on the subject. This being the case, why is not something being done in connection with the great World's Fair at Chicago towards stimulating action in the matter? Why could not exhibits be made of the best and cheapest methods of constructing good roads? . . . "

Daily Mercury, New Bedford, Mass., April 30, 1892.

" . . . In view of the great interest that has of late been developed in the subject of roads, and the universally recognized importance of the subject, it would seem that the request for special attention to the subject at the Columbian Exposition is not unreasonable. At that Exposition there will be hundreds of men sufficiently interested in the subject to give it attention if it is presented in a comprehensive manner, but who will not hunt all over the enormous grounds for its scattered fragments. The educational value of such an exhibit can scarcely be overestimated."

Age of Steel, St. Louis, Mo., April 30, 1892.

"The improvement of our roadways has become a matter of national discussion and interest. . . . The *Age of Steel* has repeatedly insisted on the necessities and advantages of this reform, as bearing on the economics of inland development and commerce, and can, therefore, heartily endorse the proposition that a comprehensive exhibit of improved roads and road-making machinery should be added to the programme of the World's Fair. Such an exhibit would be a powerful

factor in national education on this subject and a stimulus to the legislation necessary for the construction and maintenance of good roads. We gravely question whether any of the leading issues of the time are of more practical importance as bearing on our internal improvements or prosperity. . . .”

Gazette, Mason City, Ia., April 30, 1892.

“Editors’ Gazette: . . . Have we not all from habit come to look on bad roads as an evil we must always have with us, and that there is no possible remedy? An object lesson is the remedy. . . . Such an exhibit would do a vast good. . . .”

Illustrated Christian Weekly, New York, N. Y., April 30, 1892.

“. . . We sincerely hope that all good citizens will earnestly assist, according to their ability, this worthy object. There is a good deal of practical religion in just such works. The duty of a Christian is to save all he possibly can, but not by meanness, or ‘withholding more than is meet,’ but rather by a liberal scattering that will eventually bring an increase. This is the admonition of wisdom. And to a vast proportion of our citizens one of the most important ways of saving is in liberal improvements and expenditures on public highways. The amount of wicked waste now going on in most every section of our land would be startling were it put in figures representing money. . . .”

Sacred Heart Review, Boston, Mass., April 30, 1892.

“. . . The matter is of general importance, and the World’s Fair is the place to exploit it.”

Mercury, San Jose, Cal., April 30, 1892.

“. . . There is at the present time a strong agitation going on in favor of improved country roads throughout the country, and it is felt that a great opportunity will be lost if a good object-lesson in the work is not given at the World’s Fair.”

American Farmer, Springfield and Cleveland, O., May, 1892.

“The question of roads is one of the most important with which the farmer has to deal. The coming World’s Fair will present an excellent opportunity for education on the subject. . . . A complete and comprehensive exhibit of this character might do much toward bringing about national and State legislation for the construction and maintenance of good roads — something sorely needed.”

American Journal of Railway Appliances, New York, N.Y., May, 1892.

“. . . This is a matter in which the railroad interests of the country are largely concerned, since their feeders for all kinds of traffic are ultimately the common roads that, in this country, are too often in so abominable condition as to greatly lessen the amount of freight that might

otherwise seek a market; and they should lend, therefore, a helping hand to all enterprises of such a nature, as, indeed, many of the more progressive managers of railroads have already done along their own lines."

Free Press, Detroit, Mich., May, 1892.

"I desire to trespass upon your space to say a word in behalf of the movement looking to a comprehensive exhibit. . . . There is no subject that more vitally concerns the people than that of good roads. It would be difficult to estimate the value of improved public highways to the farmers of the United States. It would be so great that their actual cost would be insignificant by comparison. . . . And surely in a matter of such universal and public import, and one which promises such permanent and beneficent results, there should be fullest opportunity afforded at the Columbian Exposition for such a presentation of the needs, the methods of construction, and maintenance of good roads as will lead to a quick and general reform of the present primitive conditions."

(Signed) DANIEL J. CAMPAU.

Leader, Winchester, Va., May, 1892.

"The Farmers' Club met at Greenwood . . . May 21, with the president in the chair. . . . The following resolutions were then offered and unanimously adopted:—

"First,—That the Farmers' Club of Frederick County, Virginia, hereby approve of devising some plan by which an exhibit of improved roads and road-making machinery may be made a specialty at the World's Exposition, and will encourage any plan that may be made practical by those persons who have the matter in charge.

"Second,—*Resolved*, That the secretary of the club be and is hereby instructed to urge on county papers to bring the subject of such an exhibit prominently before the people."

Herald of Gospel Liberty, Dayton, O., May, 1892,

". . . Road-building is more a question of genius and skill than one of means and muscle. No people are superior to us in skill, while in the day at hand none will be richer in means than ourselves. We have both the means with which to do and the ability for doing, and neither means nor ability can be put to better use than that of superior road construction. . . . It is safe to say that no part of the Exposition will be studied with greater interest than this by multitudes of the best men in attendance, and that education in no line will be fraught with richer profits to the people."

Tribune, South Framingham, Mass., May, 1892.

". . . In order that the problem may be brought to the front, it is proposed to have a comprehensive road exhibit at the World's Fair, with a separate building and practical illustrations at suitable places on the grounds. The *Tribune* has always been in favor of better roads, and such an exhibit would go a long way as an object-lesson."

Pacific Christian Advocate, Portland, Ore., May, 1892.

“ . . . Let us have a great object-lesson in road-making at the Columbian Exposition and let adequate national legislation be enacted for first-class interstate roads and this work will be well begun.”

Western Ploughman, Moline, Ill., May, 1892.

“ If the Columbian Exposition did nothing more than to show the American people how good roads may be made and maintained, and made the lesson so plain that the standing disgrace of impassable country roads would be relegated to the past with other relics of barbarism, the good results of this alone would make a splendid dividend on the entire investment in the World's Fair.”

Sports Afield, Denver, Col., May, 1892.

“ . . . The idea of arousing the public to the importance of good roads by a comprehensive road exhibit at the World's Columbian Exposition is a happy one, and we earnestly wish it success.”

Southern Workman, Hampton, Va., May, 1892.

“ The proposed exhibit of road-making methods and machinery in the great Fair is an excellent idea.”

Sewing Machine News, N. Y., May, 1892.

“ . . . It is proposed to bring the matter to the notice of Congress in the hope that the agitation, centering with the Government, will be most severe, and will the sooner lead to satisfactory results.”

Railroad and Engineering Journal, New York, May, 1892.

“ . . . The road question is one of very great importance, reaching almost every one of us either directly or indirectly, and the road exhibits ought to have a better place. The Exposition will give an opportunity for lessons in road-making which ought not to be lost, but should be improved in every way possible.”

St. Andrew's Cross, New York, May, 1892.

“ . . . He deserves to succeed in this and any other effort to educate the people in the building of good roads.”

Farm and Fireside, Springfield, O., May 1, 1892.

“ A most commendable effort is being made to provide a special, comprehensive road exhibit at the World's Columbian Exposition. It is the golden opportunity of a lifetime to present to millions of citizens a great object-lesson of the need, construction, and maintenance of good roads. . . .”

Wisconsin, Milwaukee, Wis., May 2, 1892.

“ An effort is being made to have a road exhibit at the World's Fair. . . . We have very little in the line of good farm roads from which to make a display or object-lesson, and the examples would have to be taken from foreign countries mainly. It would be neither wise nor profitable to make an exhibit of the average country road in the United States.”

Times-Democrat, New Orleans, La., May 3, 1892.

"We have called attention several times of late to the movement now under way for better country roads. No matter has ever been more thoroughly discussed. . . . So far, however, the discussion has been largely theoretical, and little practical work has been done. . . . Under these circumstances we learn with satisfaction that an attempt will be made at the Chicago Exposition to devote some space to road-making. . . .

"The true aims and purposes of an Exposition are to encourage improvements and to bring about an advance in arts, industries, etc. There is nothing in which America is so lacking as in good roads; there is nothing wherein it needs instruction more or where a good exhibit can accomplish more important results; and therefore, there is nothing that can be displayed at the Chicago Exposition that will accomplish better results than this proposed road display. It is to be hoped that the Exposition management will see this and encourage the movement now being made for an exhibition of this kind. It will accomplish by it more in the way of giving us better roads than all the gubernatorial messages delivered and all the road congresses held."

Press, Cleveland, O., May 4, 1892.

"A road exhibit is proposed at Chicago. . . . Properly arranged, such an exhibit should prove extremely valuable. The common roads of the United States are a disgrace, and whatever tends to their betterment ought to be favored."

Herald, Peoria, Ill., May 4, 1892.

". . . A comprehensive exhibit at the World's Fair would probably do more than anything else to convince the farmers and others, who have to use the roads most, of the advantages to be derived from their improvement, and be a most powerful factor in bringing about legislation for the construction and maintenance of scientifically built roads. That the farmers do not know the value of good roads is shown by something that occurred during the recent discussion of the road bill in the New York legislature. Some farmers telegraphed asking to have action on the bill postponed, as they wished to oppose the bill and the roads were so bad they could not get to Albany. There should be a good roads exhibit at the World's Fair."

Express, Syracuse, N. Y., May 5, 1892.

". . . There is no doubt that these suggestions would be of benefit if carried out through all parts of the country, and result in the widespread improvement of roads throughout the land."

Herald, Boonsville, N. Y., May 5, 1892.

". . . An exhibit of road building at the World's Columbian Exposition is commendable, and should receive the hearty support of the people of this country. This is a subject of paramount importance to the farmers of this country. . . . A comprehensive road . . . exhibit would

be a powerful factor to stimulate a knowledge for the construction and maintenance of good roads."

Daily Advertiser, Tiffin, O., May 5, 1892.

" . . . In our opinion there can be no department of the exhibition of more practical benefit to our country. It is really the great question of the day."

Observer, Washington, Pa., May 5, 1892.

" . . . It is a good idea, and we hope all sections of the country will join in the exhibition. . . ."

Weekly Express, Syracuse, N. Y., May 5, 1892.

" . . . There is no doubt that the suggestion would be of benefit, if carried out, to all parts of the country, and result in the widespread improvement of roads throughout the land."

Advance, Ogdensburg, N. Y., May 5, 1892.

"There is a widespread interest being roused in the country for improving roads, but there is not a widespread knowledge how to do them. It would be a grand opportunity at the Chicago World's Fair to provide an exhibit of sections of the different kinds of roads and road-making machinery. Nothing would give more force and impetus to an already aroused sentiment than to have a building entirely devoted to this purpose, and no other exhibit would probably yield so valuable return to the whole people. By all means let us have it."

North and West Minneapolis — Omaha, Neb., May 5, 1892.

"The latest suggestion coming from Boston for increasing the practical value of the Columbian Exposition would have it contain, as one department, a grand object-lesson on constructing and maintaining good roads. . . . A sensible idea, we should say. . . ."

Southwestern Presbyterian, New Orleans, La., May 5, 1892.

" . . . We remember to have seen in a wet spell wagons stalled in the mud streets of upper New Orleans, and to have marked more than once a board with the warning inscription: 'No bottom.' City and country alike in this region are interested in the question of cheap, good, and accessible material, and lasting construction on streets and roads. We shall welcome any light on the subject given at our coming Exposition."

Intelligencer, Doylestown, Pa., May 6, 1892.

" . . . There is no issue before the country to-day of greater importance to all the people than that of public roads, and it must be evident to all readers of newspapers that there is a widespread demand throughout the whole country for better highways. Nation and State must engage in this work speedily, in response to this just demand, and the people must make themselves felt in the matter. There has been enough talk, and the time for action is at hand, and it is thought that an exhibit at Chicago will be sufficiently potent to start the wheels of legislation in the proper direction. Every farmer in the United States

is directly interested in the matter of good country roads, and the sooner the ball is set to rolling the better."

Post, Boston, Mass., May 6, 1892.

"... The importance of good roads is a matter to which the people are just awakening. It is one of the most important with which the country will have to do for many years to come; and here, at the World's Fair, is the opportunity for wide and effective popular education in connection with it.

"A comprehensive road exhibit may not be as attractive as some of the shows in connection with the World's Fair, but it will stand second to none in practical value."

Courier, Ottumwa, Ia., May 6, 1892.

"... The suggestion that it shall be shown during the World's Fair that America is alive to the necessity of improving her interior communication is particularly happy. It is true that the larger portion of foreign visitors who will come to America in 1893, will see only such highways as railroads and city streets; but those who come really to study us and to measure our civilization and general progress will go further afield, and they, of course, will see the disgraceful condition of our common roads. It will be well worth while to show such as these that we are alive to the importance of the subject and aware of the reproach of our wretched ways."

Opera Glass, Galveston, Tex., May 7, 1892.

"Nothing can do more to assist the growth and prosperity of any country than good roads. . . . Considerable interest is being taken in the matter of making a grand exhibition at the World's Columbian Exposition of all kinds of road-making machinery. We hope the promoters will be successful and give those from this section who visit the Fair a few pointers on good road-making."

Iowa Catholic Messenger, Davenport, Ia., May 7, 1892.

"The greatest weakness of the Democratic government is shown in its public highways. . . . Even in Ireland, where we are apt to regard government as a great failure, good roads have been constructed and are maintained. . . . The effete monarchies and governments of Europe, while they have robbed the people, have as a measure of justice given them roads passable at all seasons. In this country the reverse is almost universal; good roads outside the limits of our great cities are an exception. . . . People in general will entertain the hope that the importance of this most important subject will be successfully impressed upon the World's Fair directory, and that such plans will be adopted as will tend to educate and instruct the millions who visit the Exposition not only with the advantages of good roads but of the manner of constructing and maintaining them."

Republic, St. Louis, Mo., May 7, 1892.

"... By bringing together these plans with samples of material and

machinery for carrying them out, a good deal could be done to assist the people to give practical expression to the growing determination to improve the highways. In the same connection would it not be advisable for those who have been most interested in the work to hold a national convention during the World's Fair. While action between the different States is impossible, since the methods of road-making suitable for one would be impracticable in another, still the exchange of views in a national convention would be valuable to all. . . . If we are ever to have good neighborhood roads, they must be constructed, maintained, and controlled by the neighborhood. If this is kept in view, all the work that can be done through the World's Fair will be so much gained."

News, East Syracuse, N. Y., May 7, 1892.

"I am glad to see that the attention of the managers of the coming Columbian Exposition has been called to the importance of exhibiting in a special department the most improved machinery for building country roads. . . . What we need here is a general, intelligent, and connected system of road-making that can be commenced at once in every town where settlements have already begun to need them, and so made that they can be extended and improved as time and means will permit, and when connected one with the other, they will form a network of roads leading to the market centre of each county. . . ."

News, Boston, Mass., May 7, 1892.

"We suppose it is time that everybody appreciates good roads, . . . but the fact remains that all do not heartily labor to secure good roads. . . . Men who are generous in other matters are often found laboring to cut down appropriations for road building and improvements, with the apparent idea that every dollar saved in that way is so much gained by the tax payers. . . . To secure good roads the best methods should be adopted, and the suggestions to the Director-General of the World's Fair should have received the attention that the importance of the subject demands. . . ."

Journal, Boston, Mass., May 10, 1892.

"It is a good work that is being undertaken in attempting to secure a good exhibit of improved roads and road-making machinery at the World's Fair. Public interest is just beginning to be aroused on this important subject. The great need is that these various suggestions shall be given definite shape, and the surest way to do this would seem to be by a comparison of the kinds of road especially adapted to each section of the country and of the system under which they can be most economically constructed. This would be likely to give an impetus to the movement which would result in the necessary legislation. But it is only by everyone who realizes the importance and profit of good roads taking hold of the matter, and making the exhibit a comprehensive one, that the full benefits of it can be obtained."

Tribune, New York, N. Y., May 10, 1892.

" . . . The plan for an exhibit of road-making, materials for roads, etc., at the World's Fair, has much to commend it. On hardly any other subject is popular ignorance so dense, although the subject is one that vitally affects many millions of people. The educational value of such an exhibit as is proposed would be great, and it is to be hoped that there will be hearty interest and co-operation in the movement for a road-making exhibit at Chicago."

Daily Picayune, New Orleans, La., May 10, 1892.

"In the excitement caused by the enormous extension of railways in the past quarter of a century, the masses of the people had come to neglect their country highways; but they are now realizing more than ever the importance of these roads. . . . There is really no subject which is of more economic importance in our plantation life and in our commerce than is that of country roads, and we are glad to see that the country papers are giving it great attention. In this connection . . . it is proposed that there be at Chicago a comprehensive exhibit. . . . This is certainly a good suggestion."

Star, Washington, D. C., May 10, 1892.

" . . . And there is very small doubt that a really attractive exhibit would enlist considerable interest both at the moment and afterwards in calling attention to the deplorable state of the country roads in this republic, and to the necessity for and means of reform."

News and Observer, Raleigh, N. C., May 11, 1892.

" . . . As there are but few subjects of importance paramount to that of public roads, a portion of the exhibition could be most profitably devoted to the encouragement of road-making."

Ohio Waisenfreund, Columbus, Ohio, May 11, 1892.

"If the main purpose of this plan gains its goal, the erection of a special department for the exhibit for the exhibition of road building at the Chicago Fair, in order that the present evil may be abolished and a systematic method of making new roads throughout the country may be introduced, the national benefit of this plan will be great. . . ."

Times, Bellows Falls, Vt., May 12, 1892.

"A most commendable effort is being made to provide a special, comprehensive road exhibit at the Columbian Exposition. It is the golden opportunity of a lifetime to present to millions of citizens a great object-lesson of the need, construction, and maintenance of good roads. . . . Unless it is done, one of the greatest opportunities ever presented to arouse the public to the importance of good roads and to educate the people in the construction and maintenance will be lost."

News, Baltimore, Md., May 12, 1892.

" . . . Even in the immediate neighborhood of Baltimore, one of the world's great cities, are to be found roads whose conditions would cast shame on the most remote and wildest districts of Europe. Nor are

such roads of rare occurrence. Painful though it is to confess it, they are the rule rather than the exception, and there seems no doubt that they will continue so until the present apathetic indifference yields to an intelligent interest in a problem whose solution is of prime importance not only to the farmer, but to the country at large. . . .

"The deliberations of the Missouri convention should call renewed attention to the desirability of a complete and practical exhibit at the Chicago Fair. If such an exhibit is secured, and if it turns into proper channels the misdirected energies of the builders and superintendents of our roads, the foundation will be laid for a reform whose value to the people of the United States cannot be over-estimated."

Commercial, Buffalo, N. Y., May 12, 1892.

"The Washington *Star* commends the proposed 'road-making exhibit' at the World's Fair as one of the most practical suggestions that have been made. The more extensive the exhibit the better for the purpose. The occasion will bring together millions of people, some hundreds of thousands of whom, it is presumed, are interested more or less in public roads. If these persons could add to their knowledge or receive an impetus for action at the Fair, the road-making feature would be worth a great deal. Good road-making is going to be one of the all-engrossing issues of the near future."

Argus, Portland, Me., May 12, 1892.

". . . As there are few subjects of importance, paramount to that of public roads, a portion of the exhibition could be most profitably devoted to the encouragement of road-making. . . . It is to be hoped that the suggestion will be adopted, and that the present road agitation will result in permanent good to the country."

Republican, Williamsport, Pa., May 12, 1892.

". . . The educational value of such an exhibit as is proposed will be great, and it is to be hoped that there will be hearty interest and co-operation in the movement of a road-making exhibit at Chicago. . . ."

Iron Age, New York, May 12, 1892.

". . . The approaching World's Fair at Chicago is regarded as presenting an excellent opportunity for the education of the people in this matter and creation of such a wave of popular sentiment in favor of good roads that its effect would be widespread. It is believed that a comprehensive road exhibit at the World's Fair would be a powerful factor to influence national and State legislation in this regard."

Traveller, Boston, Mass., May 13, 1892.

". . . As there are few subjects of importance paramount to that of public roads, a portion of the exhibition could be most profitably devoted to the encouragement of road-making. Sixty and sixty-five years ago the country was beginning to get interested in highway building, and the matter was then regarded as of national importance, but the beginning of the railway era overshadowed the highway as a fit

matter for national aid and encouragement. Recently there has been a renewal of interest in the country highway, and it is greatly to be hoped that his suggestion or some modification of it, may find favor."

Ægis and Intelligencer, Bel Air, Md., May 13, 1892.

"Deer Creek Farmers' Club,—A communication was read . . . in relation to providing a separate building at Chicago Exposition for a comprehensive exhibit of road-making. . . . The Club approve the suggestion made."

Light, San Antonio, Tex., May 14, 1892.

"The first thing above all others that Texas needs instruction in to-day is in the art of constructing and maintaining good roads. . . . It is also true that Texas is largely interested in this proposed exhibit. Her roads are execrable, she is losing millions every year because she has no properly constructed country roads, while an interstate road over which travel would be easy and comfortable at all seasons seems hardly to be thought of. . . . If by any means the Directors of the Texas Department can see their way clear to advance the interest of this movement for a comprehensive road exhibit, they will very materially advance the interests of the State. . . . That Texas needs such roads in common with all the other States of the Union is self-evident; that such light can be thrown on the subject and useful information collected by such an exhibit is equally apparent; what Texas will contribute towards the making of such an exhibit is not so apparent."

Chronicle, Orange, N. J., May 14, 1892.

". . . We are in receipt of an open letter to the people of the United States. . . . The subject is one of national importance. If practicable it should receive national legislation. We have seen what magnificent results have been accomplished by our own Essex County, which never would and never could have been by any other means. The present condition of the country roads in this State is amazingly bad, and in many others it is doubtless worse. Different localities require different roads and varied methods of discussion, but all will agree that a general and radical improvement should be made and now is the time to begin the agitation which will look to the accomplishment of the fact."

Sun, Baltimore, Md., May 14, 1892.

". . . As there are few subjects of importance paramount to that of public roads, a portion of the Exposition could be most profitably devoted to the encouragement of road-making. The subject has practically slumbered since President Jackson vetoed the Maysville turnpike bill, sixty years ago. In the administration of J. Q. Adams, some of the most expert engineers of the country were at work upon public highways, and the national pike and other turnpike roads were the result. . . . Railroads have reduced the country highway from a national or State affair to one of local interest, and so its vast and almost

incalculable importance has been obscured. It is to be hoped that the suggestion will be adopted and that the present road agitation will result in permanent good to the country."

Herald, Chicago, Ill., May 14, 1892.

"The proposition to have an extensive road-making exhibit at Chicago is one worthy of high consideration. It is one of the most practical suggestions as the *Star* (Washington) has said, that have been made concerning the approaching World's Fair. The more extensive the exhibit the better for the purpose. The occasion will bring together millions of people, some hundreds of thousands of whom, it is presumed, are interested more or less in public roads. If these persons could add to their knowledge or receive an impetus for action at the Fair the road-making feature would be worth a great deal."

Kennebec Journal, Augusta, Me., May 14, 1892.

". . . As there are few subjects of importance, paramount to that of public roads, a portion of the exhibition could be most profitably devoted to the encouragement of road-making. . . . It is to be hoped that this suggestion will be adopted and that the present road agitation will result in permanent roads to the country."

Republican, Springfield, Mass., May 15, 1892.

". . . The World's Fair at Chicago will afford a peerless opportunity to teach the American people a lesson in good road-making, and the energy displayed in agitating for a comprehensive road exhibit grouped together in a suitable building deserves unstinted commendation."

News, Youngstown, O., May 15, 1892.

"It is proposed to make, at the Chicago Exposition next year, a special exhibit of roadways, pavements, and road-making methods and materials for the benefit of the myriads of our own intelligent countrymen who will visit the Exposition, and who have never seen a decent road and have no conception of the method of making one. If the exhibition should contain nothing but this it would be worth holding, for it is no exaggeration to say that the question of roads is the most important one to be solved in this country. The people who live in our paved cities have no conception of the badness of the principal roads. . . ."

News, Saginaw, Mich., May 16, 1892.

"There has been a proposition made to have an extensive road-making exhibit at the World's Fair, and it is one of the most sensible of the many worthy suggestions yet made. There are few subjects upon which the country needs more knowledge than that of improved roads, and anything that will tend to bring about increased facilities and new ideas in that direction will be a lasting benefit. The farmer especially will reap the good results of such work and the project cannot be too highly commended. But the farmer is not the only man benefited.

The whole community, city as well as country, share in it. Good roads cause the farmer to come to the city, and when he comes he makes business for the merchant. This is no narrow subject. It is one that interests all."

Journal, Nyack, N. Y., May 17, 1892.

"... Public interest is just beginning to be aroused on this important subject. The great need that these various suggestions shall be given definite shape and the surest way to do this would seem to be by a comparison of the kinds of road especially adapted to each section of the country and of the system under which they can be most economically constructed. . . . But it is only by everyone who realizes the importance and profit of good roads taking hold of the matter and making the exhibit a comprehensive one that the full benefits of it can be obtained."

Times, Pittsburg, Pa., May 18, 1892.

"... Almost anybody with plenty of money to buy the best material, pay freight, and hire labor, can make a country road like a park boulevard. What is needed is to show how it is possible, with intelligent effort, to make a vast improvement on country roads, with material that can be easily obtained, at a cost that is not practically prohibitory. The diffusion of such knowledge through the country is of the utmost importance, and the World's Fair can be made of great service in teaching it."

Record, Bar Harbor, Me., May 19, 1892.

"... A portion of the exhibition could be most profitably devoted to the encouragement of road-making. . . . It is a movement in behalf of every farmer, of every pedestrian, of every person who travels upon a public road in any part of the country. Moreover, it is a movement in behalf of mercy and humanity for every horse, ox, mule, or other beast of burden which has to haul heavy loads over our poor, soft, muddy, sandy, yielding, miserable roads; and is one which should be helped on in every possible way by every person interested in the prosperity and good of the State."

Chronicle, Pottsville, Pa., May 20, 1892.

"... The idea is a good one, and everything should be done to encourage the plan. The United States, which is way ahead of the other countries in everything else, has the most miserable highways of any nation."

Telegraph, Dixon, Ill., May 20, 1892.

"... Such an exhibition would prove a powerful factor to bring about legislation for the construction and maintenance of good roads, and Congress could not do a better thing than to give the movement every possible encouragement. . . ."

Globe, Portland, Me., May 21, 1892.

"Should the plan be carried out at the World's Fair, a reform in the right direction would be speedily inaugurated."

Champion, Atchison, Kan., May 24, 1892.

" . . . The suggestion deserves popular support. It is to be hoped that an object lesson will be had on the subject of highways that will set all visitors to the Fair to work for the improvement of the roads of their own section."

Press, Utica, N. Y., May 25, 1892.

"Those interested in the laudable work of improving the public highways are now seeking to arrange for a road exhibit to be made at the World's Fair next year. If such an exhibit can be carried out, good results will come from it. Anything looking toward improving the roads ought to be encouraged."

Press, Utica, N. Y., May 25, 1892.

"If such an enterprise can be carried out, good results will come from it. Anything looking toward improving the roads ought to be encouraged."

Reveille, Seneca Falls, N. Y., May 27, 1892.

" . . . The railroads of the country have reduced the country highway from a national or State affair to one of local interest, and so its vast and incalculable importance has been obscured. It is to be hoped that the suggestion will be adopted, and that the present road agitation will result in permanent good to the country."

Illustrated American, New York, N. Y., May 28, 1892.

" . . . There is no doubt that he is right. Good roads are a necessity. One practical lesson such as he proposes is worth a dozen years of agitating."

New England Grocer, Boston, Mass., May 29, 1892.

"Efforts in this direction will receive the hearty endorsement of our people when their attention is called to the matter. . . . There is no doubt that good roads contribute to the prosperity of a town or city. What is now needed is the adoption of a well-considered plan, and we agree that 'a comprehensive road exhibit at the World's Fair Exposition would be a most powerful factor to bring about national and State legislation for the construction and maintenance of good roads.'"

Amateur Sportsman, New York, N. Y., June, 1892.

"Sportsmen have been among the first to call attention to the fact that in many localities better roads are needed. . . . This may, to some extent, be owing to a want of proper knowledge of road construction, which knowledge, if supplied, would benefit both residents and travelers. . . . For the purpose of educating the general public in the principle of road construction, it is proposed to have at the Chicago World's Fair one comprehensive, practical road exhibit, by which all the details of road-making will be clearly and fully explained, and nothing that will be shown at that Exposition will be of greater value, or of more enduring benefit to the American people."

The Keystone, Philadelphia, Pa., June, 1892.

" . . . To teach the people the different methods of road-making in their latest and most improved forms is, of course, though not a necessity for immediate action, a *sine qua non* of the complete success of the agitation. . . . The suggestion is a good one, and would, we believe, be more instructive and do more general good than volumes of dry consular reports or reams of half-informed editorials. Ocular demonstration is the most forcible method of impressing an argument. Speed the good work."

Dixie, Atlanta, Ga., June, 1892.

" A movement is now on foot among the friends of this great reform to secure for the management of the World's Fair such a recasting of plans as will gather into one comprehensive and convenient exhibit the various methods and materials for successful road-building, which are now scattered hopelessly over great space through several great buildings. The request appears to be in every way reasonable and practicable and should be granted. Road construction in its essential importance to national prosperity should make up a department, and not a year pass in a department exhibit. The Exposition, if it is really looking to great and useful results, can well afford to disarrange minor exhibits to make place for a department that the people can visit and study with practical profit. . . . The time is ripe for national legislation looking to this subject."

Drugs, Oils, and Paints, Philadelphia, Pa., June, 1892.

" . . . A comprehensive road exhibit at the World's Fair . . . is of paramount importance and one in which every buyer and seller of goods every farmer, merchant, and mechanic is interested. It is a subject on which education alone is needed to work the desired improvement, and here is the one chance open for general education. A road exhibit would prove of more value to the country than several others of the buildings already provided for, and if there is not room in Jackson Park for such a building let it be placed in the Plaisance in Washington Park, or on part of the space reserved for lagoons and waterways. If the people know what they need, they will demand a separate exhibit of this character. Meanwhile, legislation should do something for our roads. They are in a sense more important than the railways for which so much has been done, and the national government could prepare a striking object-lesson and do a stroke of really effective work for the fostering of some industries if it would take the supervision of interstate highways into its own hands."

Young Man, New York, June, 1892.

" . . . Such an opportunity is peculiarly favorable to increase the public attention which, in a measure, already exists, and we trust his efforts will meet with much success."

Evening Post, New York, N. Y., June 4, 1892.

"Another move in the interest of good roads has been made in Massachusetts Legislature. The Committee on Federal Relations has reported 'ought to pass' on the resolve 'that the Board of World's Fair Managers of Massachusetts, representing the Commonwealth at the Columbian Exposition, be instructed to urge upon the Director-General of said Exposition the great importance of there being a comprehensive exhibit of the construction and maintenance of roads at said Exposition.' . . . "

Press, New York, N. Y., June 6, 1892.

". . . Good roads are the most urgent need of many American rural districts whose wealth and general enterprise entitle them to the best of highways. Instead of this the badness of American country roads is proverbial. . . . A road-making exhibit at the Fair, if rightly managed, might serve a valuable educational purpose."

Journal, Lewiston, Me., June 7, 1892.

"The movement in Massachusetts to instruct the Board of World's Fair Managers of that State to urge upon the Director-General of the Exposition the great importance of a comprehensive exhibit of the construction and maintenance of roads . . . is in the right direction. Good roads are the most urgent need of many American rural districts whose wealth and general enterprise fully entitled them to the best of highways. Instead of this the badness of American country roads is proverbial and the pecuniary loss resulting therefrom is immense. Maine, we are sorry to say, needs object-lessons in road improvement as much as any State in the Union."

World, New York, N. Y., June 7, 1892.

"It is the purpose for those who are at the head and front of road improvements and best road construction in the United States to secure a suitable building at the World's Fair, in which all the best examples of country roads and road bridges can be shown. . . . It is hoped that every public-spirited citizen will feel the importance of this grand movement and will be inspired to give impulse to it."

Tomes, Trenton, N. J., June 8, 1892.

"A comprehensive exhibit of the construction and maintenance of roads is one of the current propositions brought to the attention of the World's Fair Managers. European countries are far ahead of the United States in the matter of road building, and a well-managed exhibit of the kind proposed would go far to stimulate the already growing demand for better roads in the country."

News, Bangor, Me., June 9, 1892.

". . . The pecuniary loss inflicted upon the United States by bad roads in one year is very great. People in cities may think that this does not concern them, but they are mistaken. The marked check upon trade each spring, owing to well-nigh impassable country roads in some sections of the country, is significant evidence of the extent of the

actual loss inflicted by the maintenance of highways, which would not be tolerated in any civilized country in Europe. A road-making exhibit at the Fair, if rightly managed, might serve a valuable educational purpose."

Sun, Parsons, Kan., June 10, 1892.

"A road-making exhibit at the World's Fair, if rightly managed, might serve a valuable educational purpose."

Journal, Canandaigua, N. Y., June 10, 1892.

"There is a movement on foot in Massachusetts to instruct the World's Fair Managers of that State to urge upon the Director-General of the Exposition the importance of an exhibit of the construction and maintenance of good roads, in which road-making and road-making machinery can be shown as an object-lesson by skilled workmen. It would be well if this State would also instruct her managers to interest themselves in this work. Nothing can be of much more importance to the rural districts than good roads. . . . "

Press, Southbridge, Mass., June 11, 1892.

"The movement made in this State to instruct the Board of World's Fair Managers of Massachusetts to urge upon the Director-General of the Exposition the great importance of a comprehensive exhibit of the construction and maintenance of roads, in which road-making and road-making machinery can be shown as an object-lesson by skilled workmen, is in the right direction. Good roads are the most urgent need of many American rural districts whose wealth and general enterprise fully entitle them to the best of highways. Instead of this, the badness of American country roads is proverbial. The pecuniary loss inflicted upon the United States by bad roads in one year is very great. People in cities may think that this does not concern them, but they are mistaken. The marked check upon trade each spring, owing to well-nigh impassable country roads in some sections of the country, is significant evidence of the extent of the actual loss inflicted by the maintenance of highways which would not be tolerated in any civilized country in Europe. A road-making exhibit at the Fair, if rightly managed, might serve a valuable educational purpose."

Herald, Boston, Mass., June 13, 1892.

"It is important that the great opportunity presented by the Chicago exhibition for instructing the people of this country in the best possible way as to the value of good roads should not be lost. The exhibition will be one of the grandest schools that the world has ever seen. . . . Many millions of dollars are annually added to the cost of all articles which are affected by transportation in consequence of our bad roads; hardly any product can be mentioned into which the item of highway transportation does not very materially enter, and consequently the defective conditions of our roads impose upon the American people one of the heaviest taxes which they are called upon to pay. . . . "

"It is, therefore, extremely desirable that truths like the foregoing should be set forth at Chicago in the clearest possible and most interesting way, and that the methods of road construction, together with everything relating thereto, should be comprehensively illustrated in an exhibit specially devoted to that purpose. . . . It might be well for Congress, in making an appropriation for the exhibition, to couple therewith some requirement for a suitable road exhibit."

Herald, Rochester, N. Y., June 13, 1892.

". . . There certainly should be such an exhibit, and, if possible, the building urged should be provided. For some reason, it appears that the exhibits of road-making machinery and materials are to be widely scattered. In view of the importance of the subject, it would seem possible to provide some place where the farmer who visits the Fair may inspect these articles under one roof. Besides this, nothing could be more convincing than to see the process of road-making actually going on. Object-lessons always teach thoroughly. To behold the apparatus for building roads, the necessary materials, and the actual process of construction, and sections of the completed highway would do more good than tons of printed matter. . . ."

Times-Star, Cincinnati, Ohio, June 13, 1892.

"For the sake of educating the millions of this country in a knowledge of the almost inestimable value of good roadways the people most interested in this subject purpose making some elaborate exhibits at the World's Fair next year. This movement looking to better roads is not local. It is attracting attention and meeting co-operation wherever roads are necessary. . . ."

Chronicle, Pottsville, Pa., June 13, 1892.

"The movement made in the State of Massachusetts to instruct the Board of World's Fair Managers of Massachusetts to urge upon the Director-General of the Exposition the great importance of a comprehensive exhibit of the construction and maintenance of roads, in which road-making and road-making machinery can be shown as an object-lesson by skilled workmen, is in the right direction. . . . The pecuniary loss inflicted upon the United States by bad roads in one year is very great. People in cities think this does not concern them, but they are mistaken. The marked check upon trade each spring, owing to well-nigh impassable country roads in some sections of the country, is significant evidence of the extent of the actual loss inflicted by the maintenance of highways which would not be tolerated in any civilized country in Europe. . . ."

Herald, Peoria, Ill., June 13, 1892.

"Can we hope for the fullest development of the civilization that should be ours while the country and the people living in the country are at the mercy of such roads as are the rule in the country? Cannot the World's Fair Directors be induced to do something that will insure a

good and a united exhibit for teaching the appearance and value of good roads ? ”

Post, Washington, D. C., June 14, 1892.

“ *Editor Post* : That common roads in the United States are worse than in any other civilized country is beyond dispute. For the greater part of the last eight months they have not been available for the transportation of farm produce to market, and a monopoly of sales has been created for the benefit of farmers fortunate enough to live near good macadam roads. Prices have been raised to consumers, while the mass of products have been wasting on the farms, because they can't be hauled to market through mud axle deep. This state of things is repeated year after year, and the great army of producers clamors for good interstate and country roads. . . .

“ A movement is on foot to bring together all the exhibits relating to roads, and a memorial will be sent to Congress in furtherance of it. Can the Fair be used for any better practical purpose than the promotion of cheap and rapid transportation between every farm and the nearest market? Under the present system of good railroads and bad country roads, many farmers can more easily travel to New York than to the nearest country seat. One of the great public needs is cheap and rapid travel in private vehicles.”

(Signed) WILLIAM BIRNEY.

Tribune, Minneapolis, Minn., June 14, 1892.

“ The *Tribune*, as a veteran champion of the cause of better country roads, would most earnestly urge upon the management of the World's Fair the importance of making some provision for a complete exhibit of the art of road-making in its every branch. The great Exposition will be a popular educator whose influence can hardly be overestimated, and the management owes it to the public to provide every possible facility for a thorough study of the best methods of improving our rural suburban highways. . . . The wretched roads of this country entail an annual waste of millions of dollars, and thinking men the country over have determined that the next decade shall witness a revolution for the better in this particular. The World's Fair can do more than all other influences combined to educate the people in this regard and stimulate their efforts to do away with a burdensome tax for which they receive no return — an unwilling tribute to King Mud.”

Spirit of the Times, New York, June 14, 1892.

“ . . . These road reformers ask for the establishment of a Department of Roads at the Chicago Fair, so that all who attend may see at a glance the difference between good roads and bad, and learn how to make the best roads cheaply. . . . The proposition to bring all the details of road making and preserving into one department appears reasonable. . . . Prove to the farmers that good roads pay them directly, in solid cash — at least ten dollars for every dollar expended, and they will soon insist

that the roads of the best farming country in the world shall be the best ever known to mankind."

Daily Advertiser, Newark, N. J., June 14, 1892.

"Among the multifarious exhibits that are to be made at the Columbian Exposition of 1893, there should certainly be one of roads and road-making in the United States. It may be said that such an exhibit, in general, would not be creditable to the country. But it should not be general in the sense that it should represent the general condition of our country and suburban roads. What we need is an object-lesson in good road-making. There are few good roads in the United States. And if we need models worthy of imitation, we might possibly enlarge the exhibit with a few cross sections of the road-building to be found in other countries. . . . When we consider how vast a multitude of people from every section of the republic will visit the Exposition, the importance of such an object-lesson is readily apparent. The dissemination of this valuable information, enforced by practical examples, can hardly be over-estimated. It must be evident to every intelligent person that an exhibition of good roads, together with the material, machines, and methods employed in their construction, would undoubtedly set on foot a revolution in our country."

Record, Philadelphia, Penn., June 15, 1892.

". . . A Road Department would be made vastly instructive at a comparatively little expense, and it might be made the starting point of a propaganda destined to add immeasurably to the national wealth and happiness."

News, Norfolk, Va., June 15, 1892.

". . . The Legislature (Massachusetts) has been stirred up, and has taken the initiative in a movement designed to secure the exhibition on an extensive and elaborate scale at the World's Fair of methods of road-making and samples of road-making machinery. Good roads are a necessity of civilization, provision for which has been sadly neglected in this country."

News, New Haven, Conn., June 15, 1892.

". . . We think that this department is one of very great practical importance, and we hope that the efforts inaugurated to give it separate and ample accommodations at Chicago will be successful. . . ."

Democrat, Grand Rapids, Mich., June 15, 1892.

"The agitation begun in Massachusetts in favor of an exhibit in connection with the World's Fair, of 'improved roads and road-making machinery,' attracts much and favorable attention. . . . It is to be hoped that the Exposition management will see the way clear to provide for the exhibit proposed."

Constitution, Atlanta, Ga., June 15, 1892.

"A commendable effort is being made to provide a great object-lesson

in road-making at the World's Fair. The management has made some provision for this in various departments of the agricultural, machinery, and liberal arts buildings, but their plan does not include in one place a general exhibit covering the whole subject. This is what is needed, the exhibit should be an object-lesson of such magnitude as to impress the millions of visitors and give impetus to road reform. . . . The work is one which should command the aid of patriotic men everywhere. Its importance can hardly be over-estimated."

Bee, Toledo, Ohio, June 15, 1892.

"An energetic movement is in progress, in the country, to make provision for a comprehensive exhibition of improved roads and road-making machinery at the World's Fair in Chicago. . . . We are a rich people a hustling, boastful, generous, ingenious, and luxury-loving people, and the greatest disgraces of the country are dirty city streets and horrible country roads. It will be the first impression and the most lasting one made on our visitors from the old world. But an earnest of what we purpose doing would be shown by the proposed exhibit. . . . The press of the whole country should take up the matter and voice the sentiment of the people."

Enquirer, Oakland, Cal., June 16, 1892.

". . . Nothing which could be done at that Exposition would be likely to have a more widespread and lasting effect upon the material condition of the country and its industries than just such an exhibit as is proposed."

Courier, Norfolk, Va., June 16, 1892.

". . . The arguments for good roads are manifold and not abstruse. Bad roads are a blow at social economy. Good roads are a gain to civilization and to every phase of intellectual, moral, and material progress. This may sound like a sweeping statement, but there is not a village in the land that is not in a position to demonstrate its truth. A road department could be made vastly instructive at comparatively little expense, and it might be made the starting point of a propaganda destined to add immeasurably to the national wealth and happiness."

Herald, Baltimore, Md., June 16, 1892.

"Nobody doubts that the subject of road building and maintenance is one of paramount importance in this country. . . . No other question so seriously affects agriculture, and through it all forms of trade and transportation. . . . On account of the transcendent importance of the subject, therefore, it has been suggested that a special exhibit be prepared for the World's Fair, to serve as an object lesson to the thousands who will crowd thither next year. A separate building in which road construction could be exemplified, the best methods shown, and road machinery could be on exhibition would be desirable. . . . The advantages of such an exhibit would be very great. It would be not only a

source of instruction to visitors, but a source of inspiration as well. It would bring the realization of good roads nearer by a quarter of a century at least.

"An exhibit of road machinery, charts, or actual sections of properly constructed roads, as well as printed and statistical information in regard to the best methods of road-building in this and other lands, certainly ought to form a part of the Columbian Exposition."

Standard Union, Brooklyn, N. Y., June 16, 1892.

"The movement for better roads is one which no one opposes. . . . An open letter has just been issued which is a strong plea for the establishment of a road department at the World's Columbian Exposition at Chicago. . . . This movement to have an exhibit at the World's Fair shows that the men who are advocating for the road reform are not content to work upon narrow lines. Some strive to get good roads in their own town or county, and are content to let the people of districts further away flounder in the mud or wreck their vehicles in deep ruts. The men who ask for an exhibit at the World's Fair want good roads all over the country. . . ."

Herald, Binghamton, N. Y., June 16, 1892.

". . . A comprehensive exhibit of the construction and maintenance of roads at the Exposition should be made as a separate department, and a building constructed especially for it."

Examiner, Lancaster, Pa., June 17, 1892.

". . . It is capable of proof, we think, that social life in the country is isolated and lonely chiefly on account of bad roads. The abandonment of the rural district for the city and the peopling of the slums with a congestive population, whose poverty is only surpassed by its ignorance and the viciousness, in a way, attributable to impassable roads in the country. . . . On account of the transcendent importance of the subject, therefore, it has been suggested that a special exhibit be prepared for the World's Fair, to serve as an object-lesson to the thousands who will crowd thither next year. . . . The advantages of such an exhibit would be very great. It would be not only a source of instruction to visitors, but a source of inspiration as well. It would bring the realization of good roads nearer by a quarter of a century at least."

News, Muskegon, Mich., June 17, 1892.

". . . The opportunities presented by the World's Columbian Exposition for teaching visitors what good roads are and how to make and maintain them should not be lost sight of."

Public Ledger, Philadelphia, Penn., June 17, 1892.

". . . He thinks, and with reason, that one of the most important means of securing better roads will be by showing visitors what good roads are. Many people are entirely ignorant on this subject. Having been brought up on bad roads all their lives they do not appreciate the

benefits to be derived from improved highways. If a desire for something better can be aroused in them and at the same time they can be shown how to build good roads, a great good will be accomplished."

South Side Observer, Rockville Center, L. I., June 17, 1892.

"... This is a great opportunity to arouse the public to the importance of good roads."

Eagle, Pittsfield, Mass., June 18, 1892.

"The movement for better roads throughout the country ... is meeting with support all over the country, and it is hoped that the road-making exhibit at the World's Fair will be an object-lesson that will do much to bring about this greatly needed reform. . . ."

Beacon, Boston, Mass., June 18, 1892.

"... The public must be educated to know what a good road is, what its advantages are, and how it should be maintained with the view to the utmost perfection and economy. For such a purpose no better opportunity is ever likely to offer than the forthcoming World's Fair at Chicago, and we are confident that progressive citizens generally will approve of a plan of having a special department at the Exposition devoted to road construction and maintenance. . . . There can be no doubt that the influence of such a demonstration would be as great upon the establishment of suitable means of communication in country regions as the artistic effect of the Centennial Exhibition was upon the dissemination of æsthetic tastes.

"It is hoped that the officials having in charge the arrangement of departments at Chicago will take immediate action regarding this matter, and that Congress will respond to the request for a special appropriation for the purpose of making the plan a success. . . ."

Evening Star, Washington, D. C., June 18, 1892.

"Having for many years striven to enlist public sympathy in favor of more and better common roads, the *Star* was prepared and did endorse the suggestion for a road department at the World's Fair. And the *Star* is very happy to see that the movement is spreading. The Fair is just the place, and 1892-93 pregnant with memories of discovery and revolution, just the time for the proposed exhibit of model cross sections and examples of country bridges."

Eagle, Brooklyn, N. Y., June 18, 1892.

"... Our road-builders intend to exhibit the process of cutting, paving, draining, and making artificial stone, not merely on the highways themselves, but in a building to be devoted to the various processes. They ask that the thirteen acres to be devoted to statistics be partitioned off, so that they can have the use of some of them. This is right. . . . The average American road is so poor that the whole thirteen acres would not suffice to illustrate the poverty. . . . It is behind the times ;

it is behind the spirit of our institutions; it is indicative of a carelessness and a meanness that are no part of our national character; it is indirectly and to the individual more expensive than a first-class highway. If it will give us better roads to have the subject comprehensively and instructively illustrated at Chicago, by all means let that thing be done, even if the statistics have to be squeezed into a space of six acres."

Patriot, Harrisburg, Pa., June 18, 1892.

"An effort is being made to have at the World's Fair an exhibit of road-making methods, materials, and machines, with the view of suggesting plans for improving and perfecting the roads of the United States. . . . A fair like that of Chicago, or in fact any kind of a fair, is of little value if it does not take the place of a vast industrial college with a curriculum embracing every class and grade of every industry and art. If it were not such the exhibition of any article at the Fair would attract merely the same passing curiosity as if shown at a street corner. The exposition of advancement in any of the industries, arts, or sciences leads to further perfection, which is the object of all fairs. Without such an object a fair is a useless expense to exhibitors, and the Columbian Exposition will entail a direct loss to the treasury. . . . All improvement is founded upon comparison. The undesirability of bad roads can be determined only by comparison with good ones. We must have better roads. Therefore, we should have at Chicago a comprehensive exhibit of roads, their making and maintenance."

Standard, Boone, Iowa, June 18, 1892.

"There is no citizen of Iowa, who with the experience of this spring and the horrible roads of our State fresh in his mind, but would rejoice to hear that a special road making and maintenance department had been provided for at the coming World's Fair. But it has not; it ought to be. . . . There is no ignorance so dense in all America as that which surrounds the art of making even common roads. Talk with an otherwise intelligent citizen, chosen at random, and while he may be able to discuss ancient and modern history, may have read largely of travel and be familiar with the objects of art; but when roads are reached he has but little more conception of the principles of construction and maintenance which underlie these than the child whom he leads by the hand. . . ."

World-Herald, Omaha, Neb., June 19, 1892.

". . . A road department should be opened at the World's Fair . . . for the purpose of teaching the millions of visitors what good roads are and how they may be made and obtained. The future wealth, comfort, and culture of the country districts of America can be largely promoted by the improvement of country roads. A country gridironed by roads which are serviceable and attractive is the natural home of civilization. On the other hand, a country intersected by quagmire highways, impassable a large part of the year and always uncomfortable for travel, will

inevitably produce a race of half-civilized creatures, who live a forlorn existence of country isolation and hopeless desolation. . . . ”

Republican, Springfield, Mass., June 19, 1892.

“ . . . According to the present arrangements visitors interested in this and kindred subjects will have to visit five different buildings to inspect the various details of road-making which are scattered about according to a classification into which no thought of the recent progress of road reform in the United States seemed to enter. . . . The Directors of the Fair may be sure that the granting of more room to this department of roads and road-making would be approved by the people. Better roads are sadly needed in every State, and the educational value of a suitable exhibit at Chicago cannot be overlooked.”

Express, Buffalo, N. Y., June 19, 1892.

“ . . . There is no doubt that if an exhibit of the latest improvements in road-making, illustrations of the cost and durability of different roads, etc., would bring better means of communication between country and city, it would be worth, to the nation, more than such an exhibit would cost. . . . These are eloquent arguments and an illustration of them at Chicago would be likely to bear fruit very soon. . . . ”

Commercial, Toledo, Ohio, June 19, 1892.

“ . . . The subject should be given attention at the Chicago World's Fair, to measure it with its importance. Road-making ought to be a department at that exhibit as in no other way can the same education be given the people so easily or cheaply. . . . There is yet time to get a first-class exhibit together.”

Times, Canandaigua, N. Y., June 20, 1892.

“ . . . The opportunities presented by the World's Columbian Exposition of teaching the twenty million of visitors what good roads are and how to make and maintain them should not be lost sight of. A comprehensive display of these things would advance the movement a hundred years and would hasten the coming in of a nobler civilization and a wider Christianity. The Managers of the Exposition should be urged to make suitable recognition of the importance of a comprehensive exhibit of road making and maintenance.”

Journal, Jersey City, N. J., June 20, 1892.

“ . . . This movement to have an exhibition at the World's Fair shows that the men who are advocating road reform are not content to work upon narrow lines. . . . There is certainly room for good roads here, in fact, the absence of them is the greatest of all our drawbacks. But time will secure the needed reform. Meanwhile some points of value will no doubt be gained by those who will visit Chicago and see the plans there on exhibition.”

Telegraph, Macon, Ga., June 20, 1892.

“ . . . We endorse what he says about the movement throughout the

country for better roads being one of the most significant and important events of the nineteenth century. . . . We echo the wish that it is hoped that every public-spirited citizen will feel the importance of this grand movement and will be inspired to give impulse to it."

N. Y. Commercial Advertiser, New York, June 20, 1892.

" . . . If the Chicago Exposition could bring the fact home to its hundreds of thousands of visitors, it would accomplish as important a public purpose as could possibly be undertaken. . . . If every visitor at Chicago could be made to know that we now have the worst streets and roads of any progressive nation the end of it would be in sight. The excuse of national youth is becoming every year less valid. The excuse of poverty has disappeared. The accumulated private wealth of this nation is now greater than any other. It is time that its public wealth in the shape of good roads was placed on a similar footing."

The Daily Journal, Meriden, Conn., June 21, 1892.

" . . . We but repeat what many newspapers have stated, that the Directors of the Fair may be sure that the granting of more room to this department of roads and road-making would be approved by the people. Better roads are sadly needed in every State, and the educational value of a suitable exhibit at Chicago cannot be overlooked."

Dispatch, Columbus, O., June 21, 1892.

" . . . The necessity of an exhibition of this kind in one spot is too plain to require proof in support of the proposition. . . . A few persons will undertake a careful study of the subject, but the important thing is to educate the people. They, as a whole, unless the exhibit is in one place, appealing, necessarily, to their rather hasty examination, will not have time to make the investigation. So it must remain for the few persons who are sufficiently interested on account of personal reasons or as public benefactors to go through the five buildings, at great loss of time and money, to get facts for their own use and the subsequent tedious enlightenment for the people. . . . It is not easy to specify just what the exhibit should be and the space required, but that an effort should be made to leave a valuable imprint upon the public mind concerning improved roads is not a matter of doubt. It is one of the necessities of the age. . . . "

Appeal-Avalanche, Memphis, Tenn., June 21, 1892.

" . . . This is an enterprise which the Appeal-Avalanche very heartily seconds, because good roads are the best civilizers we know of except the church and the schoolhouse. . . . "

Gazette, Lancaster, N. H., June 22, 1892.

" . . . The general awakening of the American people to the subject of roads is one of the grandest and most interesting things of our times. . . . We read poor roads are doomed, but there is something for everyone to do who desires to hasten this doom along. Very much depends

upon whether we have a good and come-at-able exhibit of road-making and road-making machinery at our coming World's Fair. . . . ”

Journal, Biddeford, Me., June 22, 1892.

“ . . . The question must be brought before the world forcefully in all its significance, and its importance demonstrated in one grand move. Where else or when can it be so successfully accomplished as at the World's Fair? There is yet sufficient time for an appropriation to be made for a ‘Construction Road Exhibit’ at Chicago in 1893. It is a question of vast import to private enterprise and public weal. The times and circumstances demand it and governments must arise to the occasion.

“ And if the world comes to meet us in '93, let us, at least, show that we are alive to the sense of our necessity for better roads, and in the near future we shall have accomplished that reform in our uncomfortable and unsightly highways that will bring credit to us as a progressive people. . . . ”

(Signed) OLLIE HURD BRAGDON.

Herald, Dolgeville, N. Y., June 22, 1892.

“ . . . We shall further be only too happy to aid and promote to any extent in our power . . . better road-building by interesting the officials of the Columbian Exposition in the matter. . . . ”

Weekly Bulletin, Boonton, N. J., June 23, 1892.

“ . . . The Bulletin has during the past year urged the importance of good, substantial roads, and therefore heartily approves of the suggestion of a ‘department’ in the interests of improved roads. The millions who visit the World's Exposition would become more earnest in the matter of good roads as a result of this department.”

Mail and Express, New York, June 23, 1892.

“ . . . Effort now is to bring it about that the World's Fair shall be the means of letting our people know how really bad our American roads are in comparison with the highways of even the meanest of European countries. What is needed is a special department of road building and maintenance at the Fair. . . . It will be wealth in the pockets of us all. We sincerely trust the World's Fair management will give the subject the attention it deserves.”

Evening Mail, Fitchburg, Mass., June 23, 1892.

“ I most heartily advocate the establishment of such a department in the World's Fair and endorse the reasons set forth in your communication for making a comprehensive exhibit of road making and maintenance. . . . ‘Improve the soil and the mind’ is a maxim or injunction just as wise and as much needed to-day as the day it was uttered by ‘the father of his country,’ and could he look his country over to-day, I have no doubt he would add this phrase, ‘and your public roads too.’ The watchword Improvement has been marching along with wonderful

strides ever since the days of the immortal Washington, inventing machines and methods, devices and appliances, for new ways, better ways, and shorter ways than the old ones to attain the same result, yes, better results in all our national industries except road-making and repairing, with a few exceptions near large towns and cities. . . . Let us make a specialty in this one line of exhibits, to show improved methods and material for road-making methods that will be at once pleasurable and sure to meet public approval throughout our national domain. . . . ”

(Signed)

G. F. NUTTING.

Evening Journal, Chicago Ill., June 26, 1892.

“ . . . Object-lessons in roads and road-making are what the public needs. There has been enough preaching about the miserable roads in the country and even in the vicinity of large towns. If the time spent in writing and reading articles on the evil of bad roads had been devoted to hard work on the highway under suitable supervision, all our large towns would be united by macadamized turnpikes. These would have caused others to be built. . . . ”

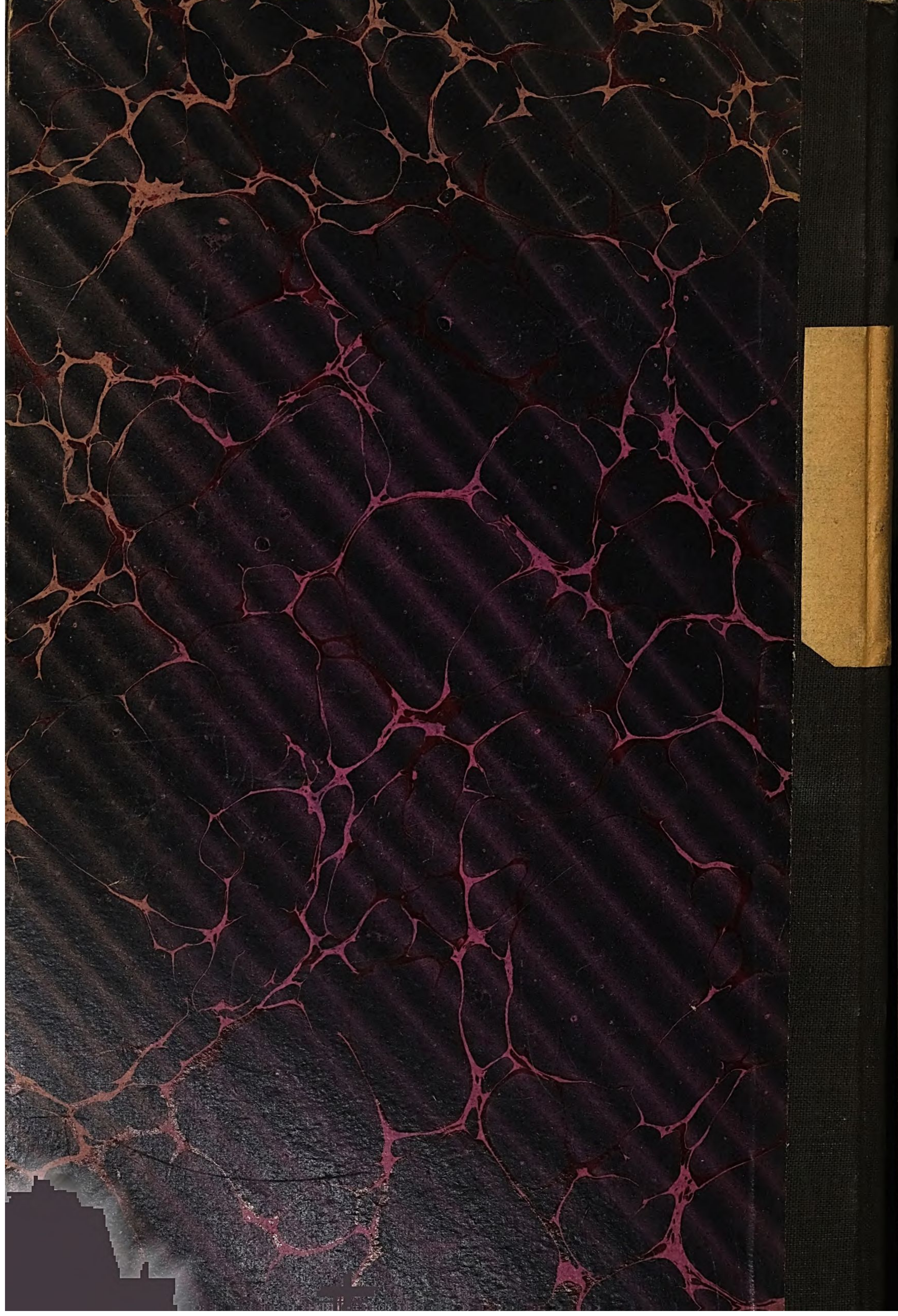
Post, Boston, Mass., June 27, 1892.

“There is no lesson to be taught by the exhibits at the World's Fair having a greater practical importance than that relating to good roads — how to make them and how to keep them.

“The people are waking up to need of good roads. The movement for a reform is rapidly extending. It is a matter which undoubtedly will receive legislative attention in the near future, as well as that of local authorities.

“To aid in the spread of this movement and to give it proper and intelligent direction, as well as to inform those who do not know what good roads are, is a line of effort in which the managers of the World's Columbian Exposition cannot do too much.

“It is not very much that is asked, when we consider the vast importance of the subject. It is simply that the several special exhibits relating to this matter be collected in one department and shown in their practical association. In this way their relations may be intelligently understood. . . . ”



Pope, Albert Augustus

A memorial to Congress on the subject of a comprehensive exhibit of roads
their construction and maintenance, at the World's Columbian Exposition

[Boston 1892]

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